

Centennial Corridor Project

City of Bakersfield and Kern County, CA

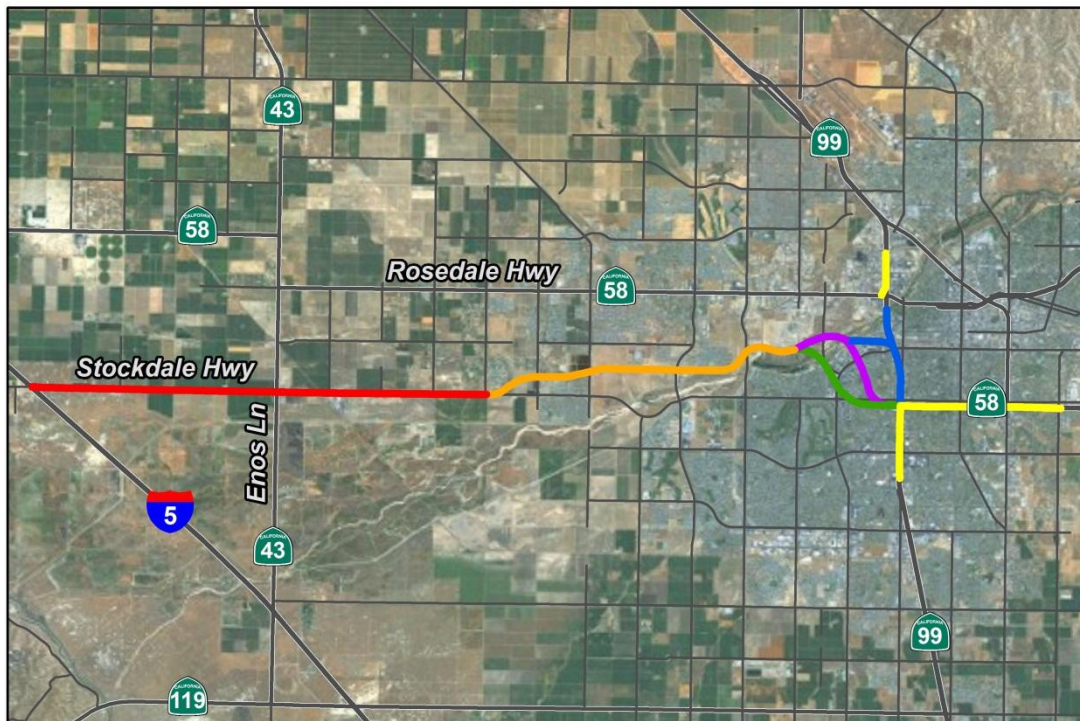
District 06 - KER – 58 - PM T31.7 to PM R55.6

District 06 - KER – 99 - PM 21.2 to PM 26.2

Project ID # 06-0000-0484

SCH #2008091102

Final Relocation Impact Report



February 2015



For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to the California Department of Transportation, Attn: Jennifer Taylor, Southern Valley Environmental Analysis Branch, Central Region Environmental Division, 855 M Street, Suite 200, Fresno, California 93721; (888) 404-6375. Voice, or use the California Relay Service TTY number: (559) 488-4067.

Contents

| | |
|---|-----|
| Summary of Relocation Impact Report | vii |
| I. Summary and Project Data | 1 |
| A. Purpose of Study | 1 |
| B. Limits and Purpose of Project..... | 1 |
| C. Description of Alignments Studied (Four)..... | 5 |
| 1. No-Build Alternative | 5 |
| 2. Build Alternatives..... | 6 |
| 3. Common Design Features of the Build Alternatives..... | 6 |
| 4. Unique Design Features of the Build Alternatives | 8 |
| D. Basis of Findings | 10 |
| E. Description of Displacement Area..... | 11 |
| F. Estimated Displacement Units for Alternatives A, B, and C..... | 11 |
| G. Type of Residential Displacement Improvements | 13 |
| H. Adequate Relocation Resources | 14 |
| II. Displacement Area Characteristics | 19 |
| A. Description of Residential Displacement Area | 19 |
| B. Description of Business and Nonprofit Displacement Area..... | 19 |
| 1. Number of Businesses Directly Impacted by the Project | 19 |
| 2. Age of Business | 19 |
| 3. Estimated Number of Employees | 20 |
| 4. The Number of Businesses Affected by the Project that are Assumed to be Minority Owned. | 20 |
| 5. Number of the Different Types of Facilities | 21 |
| C. Agricultural Impact..... | 21 |
| III. Replacement Area Characteristics | 23 |
| A. Description of Replacement Area | 23 |
| 1. Housing Stock (as of January 2015) | 26 |
| 2. Vacancy Rate Expressed as Percentage | 29 |
| 3. Housing Characteristics | 30 |
| 4. Average Prices of Typical Single-Family Houses..... | 30 |
| B. Business and Nonprofit Replacement..... | 30 |
| 1. Number of Business Sites that will be for Rent or Purchase..... | 30 |
| 2. Discuss Difficulties Businesses may Encounter in Finding Replacement Property because of: | 31 |
| 3. Discuss Issues the Employees may have if the Business Relocates as Planned | 32 |
| 4. Discuss Issues the Employees may have if the Business cannot Relocate as Planned..... | 33 |
| C. Residential Replacement | 33 |
| 1. Section 8..... | 33 |
| 2. Replacement Neighborhood is Homogeneous to Displacement Area..... | 33 |
| 3. General Condition of Displacement Neighborhood | 33 |
| 4. Condition of Units being Displaced | 33 |
| 5. Compared to Condition of Units in Replacement Area | 33 |
| 6. Maximum Number of Mobile Homes directly affected by Project | 33 |

| | | |
|-----|--|----|
| 7. | Maximum Number of Mobile Homes directly affected by Project – within the Park | 33 |
| 8. | Number of Mobile Homes directly affected by Project – not in a Mobile Home Park | 34 |
| D. | Comparative Data | 34 |
| IV. | Relocation Resources | 35 |
| A. | Adequate Resources for Displacees | 35 |
| B. | Replacement Area Chosen | 35 |
| C. | Market Availability | 35 |
| V. | Relocation Problems and Programs | 37 |
| A. | Relocation Problems | 37 |
| 1. | Elderly Households | 37 |
| 2. | Low Income (30 Percent) and Poverty | 38 |
| 3. | Last Resort Housing Construction | 38 |
| 4. | Marginal Businesses | 38 |
| 5. | Lack of Availability | 39 |
| 6. | Minorities | 39 |
| 7. | Overcrowded Residence | 39 |
| 8. | Handicapped Households | 40 |
| 9. | Minority Business | 40 |
| 10. | Other Relocation Factors | 40 |
| B. | Housing Impact | 41 |
| C. | Conclusion | 41 |
| VI. | References and Preparers | 43 |
| A. | References | 43 |
| B. | Persons Contacted | 44 |
| C. | Preparers | 44 |

List of Tables

| | |
|---|----|
| Table 1: Estimated Residential Displacements by Unit | 12 |
| Table 2: Non-Residential Displacements..... | 12 |
| Table 3: Residential Displacements..... | 13 |
| Table 4: Total Displacements | 14 |
| Table 5: Number of Businesses Directly Impacted by the Project | 19 |
| Table 6: Age of Displaced Businesses Directly Impacted by the Project | 20 |
| Table 7: Estimated Number of Employees Impacted by the Project | 20 |
| Table 8: Number of Different Business Facility Types | 21 |
| Table 9: Type of Agriculture | 21 |
| Table 10: Demographic and Housing Characteristics for the City of Bakersfield | 24 |
| Table 11: Employment Demographics for the City of Bakersfield | 25 |
| Table 12: Availability and Cost of Multi-Family Rental Housing | 27 |
| Table 13: Availability and Cost of Single-Family Rental Housing..... | 27 |
| Table 14: Availability and Cost of Section 8 Rental Housing..... | 27 |
| Table 15: Availability and Cost of Detached Single-Family Homes for Sale..... | 28 |
| Table 16: Availability and Cost of Residential Income Properties for Sale..... | 28 |
| Table 17: Availability and Cost of Condominiums for Sale | 29 |
| Table 18: Availability of Commercial Lease and For Purchase Properties..... | 31 |
| Table 19: Comparative Data for Project and Replacement Areas | 34 |

List of Figures

| | |
|---|---|
| Figure 1 – Segments of the Centennial Corridor..... | 2 |
| Figure 2 – Segment 1 of Centennial Corridor | 7 |

List of Appendices

Appendix A – Project Map
Appendix B – Displacement Area Map
Appendix C – Replacement Area Map
Appendix D – Multi-Family Rentals
Appendix E – Single-Family Rentals
Appendix F – Section 8 Rentals
Appendix G – Single-Family Dwellings for Sale
Appendix H – Residential Income Properties for Sale
Appendix I – Condominiums for Sale
Appendix J – Commercial Units for Lease
Appendix K – Commercial Units for Sale
Appendix L – Project Management Plan (Right-of-Way Section)

Summary of Relocation Impact Report

The California Department of Transportation (Caltrans) proposes to establish a new alignment for State Route 58 (SR-58), which would provide a continuous route along SR-58 from Cottonwood Road on existing SR-58, east of State Route 99 (SR-99; post mile R55.6), to Interstate 5 (I-5) (post mile T31.7). Improvements to SR-99 (post miles 21.2 to 26.2) and Westside Parkway would also be made to accommodate the connection with SR-58.

The *Draft Relocation Impact Report* (DRIR) prepared in November 2012 and updated in March 2014 presented the relocation impacts of the proposed project and analyzed the resources and implementation strategies available in the relocation process. The magnitude of the project is considerable for all three of the build alternatives under consideration, with Alternative A displacing up to 356 residential units and 127 non-residential units, Alternative B displacing 310 residential units and 121 non-residential units, and Alternative C displacing 133 residential units and 198 non-residential units.

The *Draft Relocation Impact Report* was made available for public review as part of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Centennial Corridor Project between May 9 and July 8, 2014. Since most non-residential properties directly affected by implementation of any of the build alternatives would be able to find suitable replacement sites nearby, no interviews of affected business owners were conducted during the environmental review process stage; however, the affected property owners have been provided opportunities to express their concern about any relocation issues they may have throughout the draft environmental document preparation period and the public review of the draft environmental document.

The City of Bakersfield, through the Thomas Roads Improvement Program office, has engaged Overland, Pacific, and Cutler, Inc. (OPC) to implement and manage the Centennial Corridor Project's right-of-way program. Two community meetings with right-of-way focus have been conducted, one on December 6, 2012, and one on June 11, 2014, to keep the affected property owners informed about the relocation claims process and benefits, as well as to provide the opportunity for the displacees to express their concern about the relocation issues.

In addition, an early acquisition program has been initiated to allow the affected property owners to engage in the program early to mitigate hardship, protection, and environmental concerns, as well as to resolve the challenge for the need to replace over 300 properties in a short period of time.

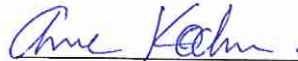
A Project Management Plan (Right-of-Way Section) for the Centennial Corridor Project has been prepared (January 2015) to outline and detail the implementation and management of the Centennial Corridor Project's right-of-way program for Alternative B. It is to be used by City of Bakersfield, the Thomas Roads Improvement Program, and the right-of-way's agent as a reference to the relevant policies and procedures employed throughout the program's duration in conjunction with the *Caltrans Right-of-Way Manual*, the City of Bakersfield's right-of-way policies, and all relevant Federal and State laws and regulations to ensure that all affected property owners would be accommodated in all aspects according to the laws.

Summary of Relocation Impact Report

To facilitate the right-of-way management team and project personnel responsible for negotiations with impacted property owners and tenants throughout the acquisition and relocation process, a local site office in Bakersfield has been established. The office has been furnished with an adequate number of full-time right-of-way staff that have the experience and technical knowledge to meet all of the goals and objectives of the project.

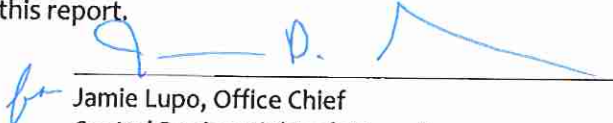
This *Final Relocation Impact Report* (FRIR) is prepared to update the information that was unavailable during preparation of the DRIR and to update any right-of-way data that have been revised since preparation of the DRIR as a result of public input and design modifications.

The undersigned has updated this report of the above-referenced project and recommends approval of the report.



Anne Kochaon, Senior Project Manager

The undersigned has reviewed and approved this report.



Jamie Lupo, Office Chief
Central Region Right-of-Way – Fresno

I. Summary and Project Data

A. Purpose of Study

The purpose of this study is to provide the California Department of Transportation (Caltrans), local agencies, and the public with information on the effect the proposed new highway project would have on the residential and non-residential occupants within the proposed project alignments. Specifically, this report identifies the potential problems that may be caused by the displacement of existing structures and their occupants.

B. Limits and Purpose of Project

Caltrans proposes to establish a new alignment for State Route 58 (SR-58), which would provide a continuous route along SR-58 from Cottonwood Road on existing SR-58, east of State Route 99 (SR-99; post mile R55.6), to Interstate 5 (I-5) (post mile T31.7). Improvements to SR-99 (post miles 21.2 to 26.2) and Westside Parkway would also be made to accommodate the connection with SR-58.

The project is located at the southern end of the San Joaquin Valley in the City of Bakersfield in Kern County, California. The study site is bound on the east by Cottonwood Road, on the west by I-5, on the north by Gilmore Avenue, and on the south by Wilson Road. Caltrans is the lead agency for the project pursuant to the California Environmental Quality Act and the National Environmental Policy Act.

The proposed continuous route, known as the Centennial Corridor, has been divided into three segments, as shown in Figure 1.

Segment 1 is the easternmost segment, which would connect the existing SR-58 (East) freeway to the Westside Parkway. Multiple alignment alternatives are being evaluated for this segment and are discussed below.

Segment 2 is composed of the Westside Parkway, which extends westerly from Truxtun Avenue to Heath Road. This roadway is a local facility that would be transferred into the State Highway System. The analysis evaluates potential impacts associated with incorporating the Westside Parkway as part of the State Highway System, as well as improvements to the Westside Parkway from Truxtun Avenue to the Calloway Drive interchange, which would be made to facilitate traffic operations between the Westside Parkway and the Centennial Corridor. The analysis reports the relevant results of the *Westside Parkway Environmental Assessment/Final Environmental Impact Report* and provides updates, as necessary.

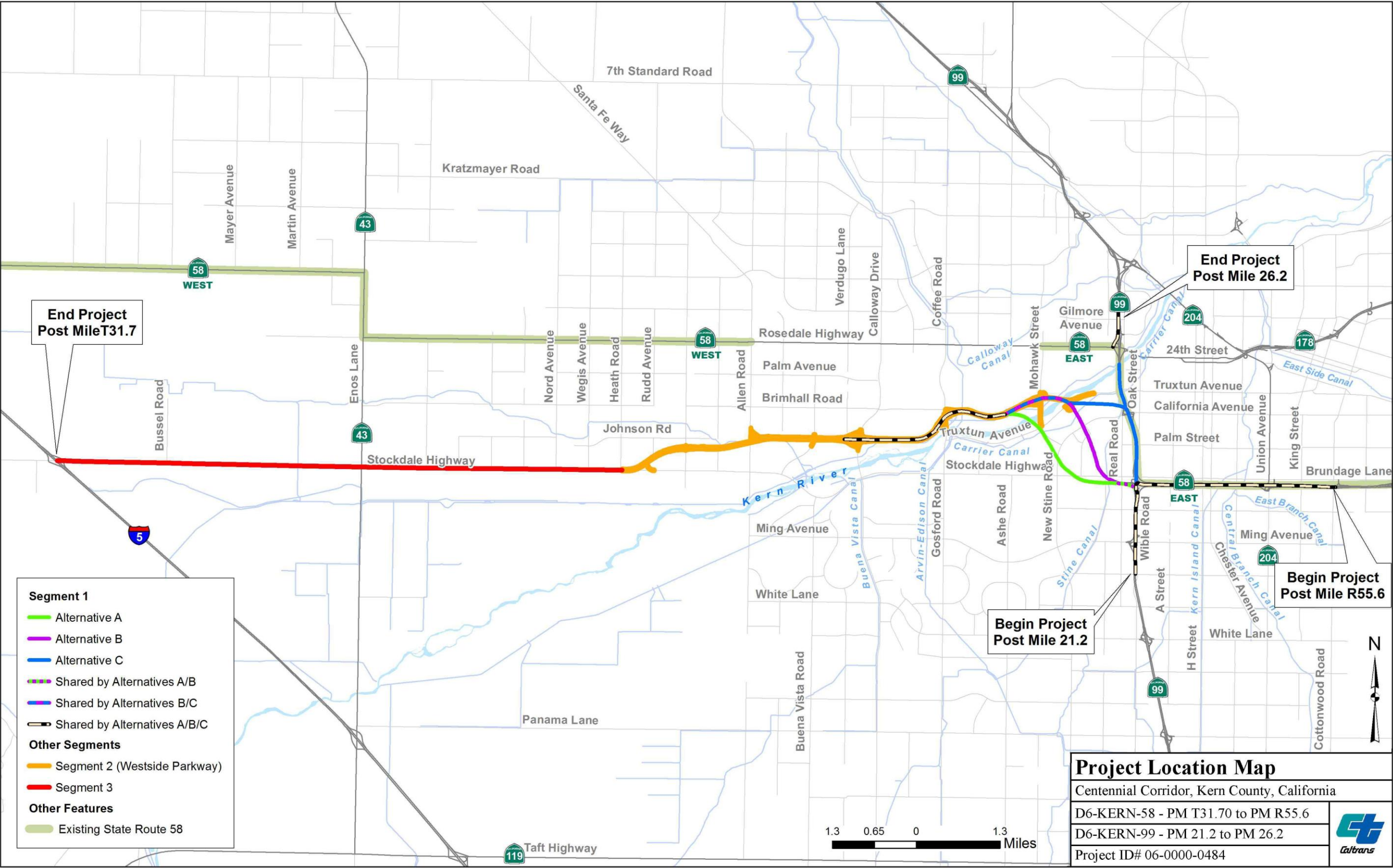


Figure 1

Segment 3 would extend from Heath Road to I-5. This segment will need a temporary route adoption for the use of Stockdale Highway between Heath Road and I-5 as an interim alignment for SR-58. A future new alignment (ultimate) as identified in the 2002 *Route 58 Route Adoption Project Tier I Environmental Impact Statement/Environmental Impact Report* (EIS/EIR) will be constructed when there is greater traffic demand and funding is available. Since traffic would use Stockdale Highway between Heath Road and I-5 on an interim basis, the potential impacts will also be evaluated for the interim use of Stockdale Highway. Improvements to the Stockdale Highway/State Route 43 (SR-43; known locally as Enos Lane) intersection would be made to accommodate the additional traffic.

Purpose and Need

The purpose of the Centennial Corridor Project is to provide route continuity and associated traffic congestion relief along SR-58 within Metropolitan Bakersfield and Kern County from SR-58 (East) (at Cottonwood Road) to I-5.

SR-58 is a critical link in the state transportation network that is used by interstate travelers, commuters, and a large number of trucks. Under existing conditions, SR-58 does not meet the capacity needs of the area, and this is expected to get worse as the population grows. SR-58 lacks continuity in central Bakersfield, which results in severe traffic congestion and reduced levels of service on adjoining highways and local streets. This route is offset by about 1 mile at SR-43 and by about 2 miles at SR-99. The merging of two major state routes (SR-58 and SR-99) into one alignment between the eastern and western legs of SR-58 degrades the traffic level of service on this segment of freeway. In addition, SR-99's close spacing for its two interchanges with SR-58 (East and West), in addition to an interchange at California Avenue, results in vehicles aggressively changing lanes, which adds to the congestion.

C. Description of Alignments Studied (Four)

The Draft EIR/EIS evaluated four project alternatives, as summarized below. Based on the result of the environmental impact evaluation, including public input received during the public review period of the draft environmental document, Alternative B was unanimously selected as the preferred alternative on December 9, 2014.

1. No-Build Alternative

No construction of Segment 1 would occur under the No-Build Alternative. In addition, no improvements to the Westside Parkway from Truxtun Avenue to the Calloway Drive interchange would be required. There would also be no improvements made to the Stockdale Highway/SR-43 intersection. The No-Build Alternative would involve the following actions: (1) the Westside Parkway would be route adopted into the State Highway System; (2) the portion of Mohawk Street from the Westside Parkway to Rosedale Highway would be designated as part of SR-58, which would provide a connection to SR-99; (3) Stockdale Highway between Heath Road and I-5 would serve as an interim alignment for SR-58 until ultimate improvements are constructed; and (4) the portion of SR-58 (West) from Allen Road to I-5 would be relinquished to the local jurisdictions as a local facility.

2. Build Alternatives

As shown in Figure 2, the three build alternatives (Alternatives A, B, and C) within Segment 1 propose new alignments that would extend from Cottonwood Road on the existing SR-58 (East) and connect I-5 via the Westside Parkway. Alternatives A and B would be west of SR-99, and Alternative C would parallel SR-99 to the west. Under Alternative A, the eastern end of the Westside Parkway mainline would be realigned to conform to the Alternative A alignment, and ramp connections would be provided to the Mohawk Street interchange. Under Alternatives B and C, the alignments would connect to the Westside Parkway by extending the mainline lanes built as part of the Westside Parkway Project. Detailed descriptions of the alternatives are provided in the following subsections.

3. Common Design Features of the Build Alternatives

The build alternatives would connect SR-58 (East) to the east end of the Westside Parkway by means of a six-lane freeway. All the build alternatives would involve a route adoption to include the selected Segment 1 alignment and the Westside Parkway into the State Highway System as SR-58. In Segment 3, there would be a temporary route adoption of Stockdale Highway as the interim SR-58 connection to I-5 until the ultimate alignment (the Cross Valley Canal alignment addressed in the 2001 EIS/EIR) is constructed, which would occur at a later date. Though the alignment and design characteristics vary by alternative, the three build alternatives have the following common design features:

a. Segment 1

All the alternatives would provide the following connections between SR-58 and SR-99 using high-speed connection ramps:

- Northbound SR-99 to westbound Centennial Corridor
- Northbound SR-99 to eastbound SR-58 (East)
- Southbound SR-99 to eastbound SR-58 (East)
- Eastbound Centennial Corridor to southbound SR-99
- Westbound SR-58 (East) to southbound and northbound SR-99

Direct connector ramps from southbound SR-99 to westbound SR-58 are not being provided as part of this project. However, to accommodate this movement, the southbound SR-99/Rosedale Highway off-ramp would have two lanes off the freeway and be widened to four lanes at the intersection with Rosedale Highway. Additionally, an auxiliary lane would be provided on SR-99 from south of Gilmore Avenue to the SR-58 (Rosedale Highway) off-ramp. Direct connector ramps from eastbound SR-58 to northbound SR-99 are not being provided as part of this project.

The project would require the widening of the South P Street Undercrossing and the westbound SR-58 Grade Separation over SR-99. In addition, the Stockdale Highway off-ramp from southbound SR-99 and the Wible Road on- and off-ramps on SR-99, located just south of the existing SR-58/SR-99 interchange, would be removed.

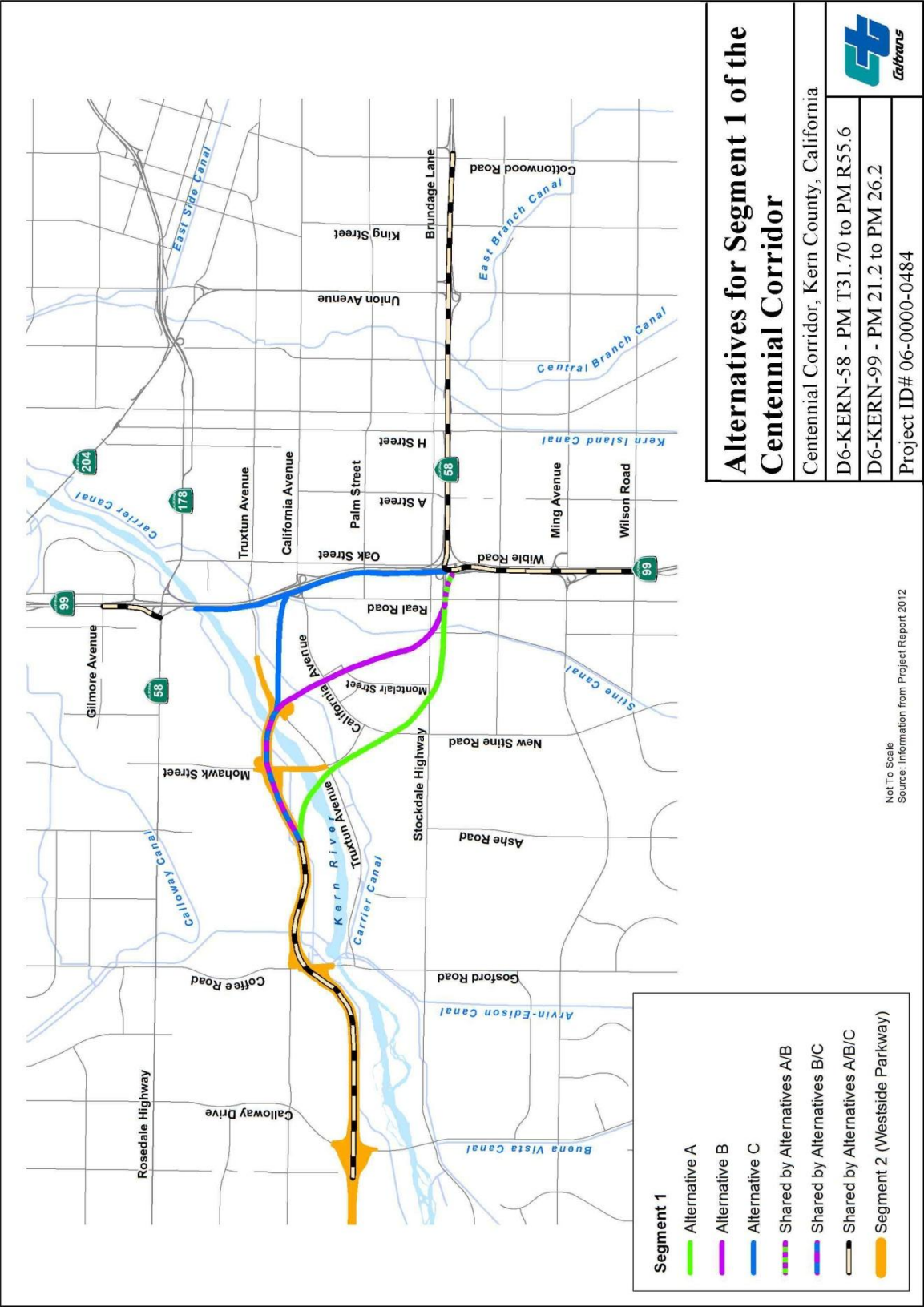


Figure 2

b. Segment 2

The Westside Parkway would be incorporated into the State Highway System with each of the build alternatives. Improvements to connect Centennial Corridor to the Westside Parkway would extend from where each build alternative connects at the eastern end of the Westside Parkway towards the west, ending at the Calloway Drive interchange. The proposed improvements would widen the Westside Parkway by constructing one additional lane in the median to provide auxiliary lanes. In the westbound direction, the median widening would extend from east of the Friant-Kern Canal through the Calloway Drive interchange. The limits of the added lane in the eastbound direction would differ between each alternative, as described in Section I.C.4 – Unique Design Features of the Build Alternatives below. With each build alternative, modifications to the westbound diamond off-ramp to Calloway Drive and the eastbound loop on-ramp from Coffee Drive would be required.

Though the improvements described above are physically located in Segment 2, construction would be undertaken as part of Segment 1 construction to facilitate traffic operations between the Westside Parkway and the Centennial Corridor.

c. Segment 3

With each build alternative, the Stockdale Highway/SR-43 intersection would be widened and traffic signals would be added to control the traffic movements. SR-43 would be widened to add a dedicated left-turn lane in both directions. Stockdale Highway would be widened to add a dedicated left-turn lane and a shared through/right-turn lane in both directions. Though physically located in Segment 3, these improvements would be built as part of Segment 1 to ensure adequate traffic operations at this intersection.

4. Unique Design Features of the Build Alternatives

a. Alternative A

Alternative A would travel westerly from the existing SR-58/SR-99 interchange for about 1 mile, south of Stockdale Highway, where it would turn northwesterly and go over Stockdale Highway/Montclair Street, California Avenue/Lennox Avenue, Truxtun Avenue, and the Kern River before joining the eastern end of the Westside Parkway near the Mohawk Street interchange.

A link would be provided from northbound SR-99 to westbound SR-58 and from eastbound SR-58 to southbound SR-99 via high-speed connectors. No direct connector ramps would be built from southbound SR-99 to westbound SR-58 or from eastbound SR-58 to northbound SR-99. Southbound SR-99 would be widened to accommodate the additional traffic from eastbound SR-58 to the southbound SR-99 connector. The existing westbound SR-58 to southbound SR-99 loop-ramp connector would be realigned and would connect to the proposed eastbound SR-58 to southbound SR-99 connector before merging onto southbound SR-99. The existing southbound SR-99 to eastbound SR-58 connector and northbound SR-99 to eastbound SR-58 would be preserved with some changes.

The limits of widening on SR-99 would extend to the Wilson Road overcrossing. On northbound SR-99, a three-lane exit would be provided just north of Wilson Road to carry the northbound SR-99 to westbound SR-58 traffic on two lanes and the Ming Avenue on- and off-ramp traffic on the third lane. All ramps in this area would have to be realigned to provide for the additional lanes. The Wible Road on- and off-ramps just south of the existing SR-58/SR-99 interchange, which is in conflict with

the Caltrans standards of interchange spacing, would have to be removed to accommodate this design. The Stockdale Highway off-ramp on the southbound SR-99 to eastbound SR-58 connector would be removed as well. Under this concept, SR-58 would also lose its link with Real Road. Also, Alternative A would provide an auxiliary lane on southbound SR-99 from south of Gilmore Avenue to the Rosedale Highway off-ramp.

The median widening to provide an auxiliary lane along the Westside Parkway would extend westerly from the connection point with Centennial Corridor between Coffee Road and Mohawk Street to the Coffee Road off-ramp.

Other features with this alternative include (1) the construction of 19 soundwalls; (2) the construction of a park-and-ride facility off Mohawk Street, between California Avenue and Truxtun Avenue, to replace the facility that would be displaced by the project; (3) 7 infiltration basins, which would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes, and; (4) 48 retaining walls of varying sizes located throughout the study area.

b. Alternative B (Preferred Alternative)

Alternative B would run westerly from the existing SR-58/SR-99 interchange for about 1,000 feet, south of Stockdale Highway, where it would turn northwesterly and span Stockdale Highway/Stine Road, California Avenue, Commerce Drive, Truxtun Avenue, and the Kern River before joining the east end of the Westside Parkway between the Mohawk Street and Coffee Road interchanges. This alignment would depress SR-58 between California Avenue and Ford Avenue. Overcrossings are proposed at Marella Way and La Mirada Drive to ease traffic circulation.

Alternative B proposes the same connections to SR-99 that Alternative A does and would require similar improvements on SR-99 and existing SR-58.

The median widening to provide an auxiliary lane along the Westside Parkway would extend westerly from the connection point with Centennial Corridor between Coffee Road and Mohawk Street to the Coffee Road off-ramp. Modifications would be required to the eastbound Mohawk Street off-ramp, westbound Truxtun Avenue on-ramp, and the eastbound Mohawk Street loop on-ramp. In addition, construction of the proposed westbound Mohawk Street off-ramp and realignment of the Cross Valley Canal maintenance access road from Mohawk Street would be required.

Other features with this alternative include (1) the construction of 24 soundwalls; (2) the construction of a park-and-ride facility north of California Avenue, next to the Centennial Corridor, to replace the facility that would be displaced by the project; (3) 8 infiltration basins that would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes, and; (4) 42 retaining walls of varying sizes located throughout the study area.

c. Alternative C

Near the existing SR-58/SR-99 interchange, Alternative C would turn north and run parallel to the west of SR-99 for about 1 mile. The freeway would turn west and span the BNSF Railway rail yard, Truxtun Avenue, and the Kern River. This alternative proposes undercrossings at Brundage Lane, Oak Street, SR-99, Palm Avenue, and California Avenue.

Connections would be provided from eastbound SR-58 to southbound SR-99 and from northbound SR-99 to westbound SR-58. The existing westbound SR-58 to southbound SR-99 loop-ramp connector would connect to the proposed eastbound SR-58 to southbound SR-99 connector before merging onto southbound SR-99. The southbound SR-99 Ming Avenue off-ramp would be relocated north of the eastbound SR-58 to southbound SR-99 connector to facilitate weaving between the Ming Avenue off-ramp and the eastbound SR-58 to southbound SR-99 connector traffic. A connector would be provided east of northbound SR-99 from Brundage Lane to south of California Avenue to facilitate weaving between westbound SR-58 to northbound SR-99 traffic with northbound SR-99 to westbound SR-58 traffic.

Improvements on SR-99 would extend from the Wilson Road overcrossing (south of the SR-58/SR-99 interchange) to the Gilmore Avenue overcrossing (north of the SR-58/SR-99 interchange). A collector-distributor (C-D) road system would provide access from westbound SR-58 to northbound SR-99, as well as from northbound SR-99 to westbound SR-58. The Wible Road on- and off-ramps just south of the existing SR-58/SR-99 interchange would have to be removed to accommodate the northbound SR-99 auxiliary lane. The Stockdale Highway off-ramp on the southbound SR-99 to eastbound SR-58 connector would be removed as well. Under this concept, southbound SR-99 would also lose its link with Real Road.

The median widening to provide an auxiliary lane along the Westside Parkway would extend westerly from the connection point with Centennial Corridor between Coffee Road and Mohawk Street to the Coffee Road off-ramp. Modifications would be required to the eastbound Mohawk Street off-ramp, westbound Truxtun Avenue on-ramp, and the eastbound Mohawk Street loop on-ramp. In addition, construction of the proposed westbound Mohawk Street off-ramp and realignment of the Cross Valley Canal maintenance access road from Mohawk Street would be required.

Other features with this alternative include (1) the construction of 17 soundwalls; (2) the construction of a park-and-ride facility at Real Road and Chester Lane to replace the facility that would be displaced by the project; (3) 11 infiltration basins that would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes, and; (4) 42 retaining walls of varying sizes located throughout the study area.

A Project Map outlining the general boundaries of the Centennial Corridor Project is provided in Appendix A.

1. Is there a “core” corridor common to all alternates? ☒ Yes ☐ No

A “core” corridor is common to all alternatives because all three alternatives share the same corridor east of SR-99. All three alternatives have an easterly end at Cottonwood Road, and all cross SR-99 at the same location, as shown in Appendix B, Displacement Area Map.

D. Basis of Findings

The data sources used in this report were both primary and secondary in nature. They are identified in Chapter VI – References and Preparers at the end of this document. Information was gathered primarily from field research. Personal field research was done to determine what effect the Centennial Corridor Project would have on residential and commercial occupants within the proposed alternatives and segments.

E. Description of Displacement Area

The displacement area is defined as the parameters within the project area where actual displacements occur, as shown in Appendix B. This area is typically smaller than the project area because the outer limits of a project area are not always regions where displacements are proposed. The project area encompasses the area within the project limits, as shown in Section I.C above. The displacement area for this project is defined roughly within the following geographic region as follows: Beginning at the intersection of Truxtun Avenue and SR-99, it continues west along Truxtun Avenue to its intersection with Mohawk Street. From this point, the displacement region continues south to the intersection of Stockdale Highway and California Avenue and then east along Stockdale Highway to its intersection with SR-99. From this intersection, by continuing north to the original point at Truxtun Avenue and SR-99, an area is defined where nearly all of the displacements will be occurring.

The displacement area is made up of nearly every property use, including residential, retail, office, and industrial. The area shown in Appendix B represents both residential and non-residential displacements, which are generally homogenous throughout the displacement area.

The highest density region of residential displacements for Alternative A is south of Stockdale Highway between South Montclair Street and Williamson Way, and south of Mohawk Street between Truxtun Avenue and California Avenue. The highest density of residential displacements for Alternative B (Preferred Alternative) is in the neighborhoods between California Avenue and Stockdale Highway, east of Centennial Park. Alternative C maintains the highest density of residential displacements west of SR-99 between Palm Avenue and Stockdale Highway.

The highest density region of business displacements on the project also varies, but is found mostly in three approximate areas: (1) areas surrounding California Avenue between Lennox Avenue and Stockdale Highway, (2) areas surrounding Stockdale Highway between California Avenue and South Montclair Street, and (3) between Truxtun Avenue and California Avenue, west of SR-99 and east of Mohawk Street. Business displacements for Alternative B (Preferred Alternative) are in the area south of the Carrier Canal extending to California Avenue, and in the same areas west of SR-99 and transitioning to SR-58.

F. Estimated Displacement Units for Alternatives A, B, and C

The following tables include a breakdown of residential and business displacements by alignment based on site visits, U.S. Census data, the local multiple listing service, and information from the online research database, Tempo Multiple Listing Service (MLS).

Residential Displacements

Residential displacements have been categorized in Table 1 according to single-family residences and multiple-unit occupants. Average persons per household are consistent with the City of Bakersfield, averaging about 3.1 persons per household. Also consistent with statistics in the greater project area is the preponderance of rental units, both multi-unit and single-family home units, which make up the greatest residential impact component for the project. Alternative A will cause the most displacements with an estimated 356 units impacted, totaling approximately

1,104 displaced persons. This assumes a City of Bakersfield person estimate of 3.1 members per household.

Table 1: Estimated Residential Displacements by Unit

| | Alternative A | Alternative B | Alternative C |
|--|-------------------------|-------------------------|-------------------------|
| Owner Occupants of Single-Family Residences | 78 | 151 | 53 |
| Tenant Occupants of Single-Family Residences | 62 | 49 | 35 |
| Occupants of Multiple-Unit Residences | 216 | 110 | 45 |
| Owner Occupants of Mobile Homes | 0 | 0 | 0 |
| Tenant Occupants of Mobile Homes | 0 | 0 | 0 |
| Total Residential Units | 356 | 310 | 133 |
| Owner/Tenant Impact Ratio * | 77% Tenant 23% Owner | 51% Tenant 49% Owner | 59% Tenant 41% Owner |
| Total Persons (average #/household) | 3.1 / 1,104 | 3.1 / 961 | 3.1 / 413 |

*Source data for Table 1 came from the web site www.realquest.com, December 2011, and agent field research, November 2011. No significant changes to the data in the displacement area have occurred since the Draft Relocation Impact Report was prepared.

Non-Residential Displacements

Non-residential displacements were grouped into four categories: commercial, industrial/manufacturing, nonprofit organizations, and agricultural/farms. “Industrial” includes warehouses, manufacturing operations, storage yards, and similar businesses. “Commercial” includes restaurants, retail stores, auto-related services, professional services such as tax preparers, real estate services, banks, medical facilities, and gas stations, and similar businesses. “Nonprofit Organizations” includes one community church. Although “Agricultural/Farms” are not going to be displaced under any of the three build alternatives, small strips of six parcels will be needed at the intersection of Stockdale Highway and Enos Lane. These six strips will not cause displacements to farmlands and are discussed in more detail in Section II.C, Agricultural Impact below.

Table 2 outlines the non-residential displacement uses for each build alternative. The information from the non-residential displacement tables was gathered mainly from site visits.

Table 2: Non-Residential Displacements

| | Alternative A | Alternative B | Alternative C |
|-------------------------------------|---------------|---------------|---------------|
| Commercial Businesses | 127 | 106 | 184 |
| Industrial/Manufacturing Businesses | 0 | 15 | 13 |
| Nonprofit Organizations | 0 | 0 | 1 |
| Agricultural/Farms | 0 | 0 | 0 |
| Total | 127 | 121 | 198 |

Source data for Table 2 came from the web sites www.realquest.com and www.loopnet.com, December 2011, and agent field research, November 2011. No significant changes to the data in the displacement area have occurred since the Draft Relocation Impact Report was prepared.

Other

Another impact considered a “displacement,” but not fitting into the above categories, is the moving of personal property from those leasing space in storage units. The move of personal property would result from the acquisition, in part or full, of storage facilities that are in the acquisition area. Per state and federal statutes, persons affected by personal property moves would be eligible for moving expenses under the agency’s relocation assistance program.

In considering the number of storage facilities displacements for the project, these uses have not been considered in the overall number of displacements but are identified as follows in individual storage units:

| | |
|----------------|-----|
| Alternative A: | 405 |
| Alternative B: | 405 |
| Alternative C: | 0 |

As shown above, Alternative C will result in no impacts to storage units while alternatives A and B will result in impacts to storage units. The source data for this information was gathered from agent field research (November 2011).

G. Type of Residential Displacement Improvements

Table 3 shows the various forms of residential displacements occurring on the project. “Single-Family Residences” include any stand-alone, detached homes typically accommodating one family or one household. Multi-family residences are separated into two categories with “Multi-Family Residences (4 or more units)” representing apartment buildings or condominiums and “Multi-Family Residences (2 or 3 units)” being duplex or triplex units. The following information was gathered through site visits.

Table 3: Residential Displacements

| | Alternative A | Alternative B | Alternative C |
|--------------------------------|---------------|---------------|---------------|
| Single-Family Residences | 140 | 200 | 88 |
| Duplex/Triplex (2 or 3 units) | 74 | 16 | 16 |
| Apartments (4 or more units) | 142 | 94 | 29 |
| Sleeping Rooms/Shared Quarters | 0 | 0 | 0 |
| Mobile Homes | 0 | 0 | 0 |
| Total | 356 | 310 | 133 |

Source data for Table 3 came from the web site www.realquest.com, December 2011, and agent field research, November 2011. No significant changes to the data in the displacement area have occurred since the Draft Relocation Impact Report was prepared.

Summary of Findings

A summary of the estimated maximum number of business displacements and residential displacements for Alternatives A, B, and C is shown in Table 4. Additionally, the estimated maximum number of “other” displacements for each of the three build alternatives is provided. “Other” displacements include properties such as storage units and cellular towers.

Table 4: Total Displacements

| | Alternative A | Alternative B | Alternative C |
|--|---------------|---------------|---------------|
| Estimated total maximum nonresidential displacements | 127 | 121 | 198 |
| Estimated total maximum residential displacements | 356 | 310 | 133 |
| Estimated total maximum “other” displacements | 405 | 405 | 0 |

Source data for Table 4 came from the web sites www.realquest.com and www.loopnet.com, December 2011, and agent field research, November 2011. No significant changes to the data in the displacement area have occurred since the Draft Relocation Impact Report was prepared.

H. Adequate Relocation Resources

Adequate relocation resources exist within a 15-mile radius of the City of Bakersfield for:

- Residential owners
- Residential tenants
- Businesses
- Nonprofit organizations
- Agriculture
- Mobile homes¹

The replacement area neighborhood studied (shown in Appendix C, Replacement Area Map) is defined by a 15-mile radius from the SR-58/SR-99 interchange in the City of Bakersfield. The replacement area includes all of the City of Bakersfield, as well as the communities of Oildale, Rosedale, Lamont, and several other rural neighborhoods. The eastern limit of the replacement area is approximately 2 miles east of the intersection of Tower Line Road and SR-58. The southern limits of the replacement area are found approximately one-half mile south of the SR-99 and Herring Road intersection, while the Merced Avenue/SR-99 and Stockdale Highway/Bussell Road intersections roughly define the northern and western limits of the replacement area, respectively.

The parameters of this region are defined by the supply of replacement single-family and multi-family dwelling units, as well as comparable commercial sites available for project displacees. This region is the most similar to the project in socio-economic status and has the highest likelihood of receiving displaced residents and businesses as a result.

2. Are the displacement neighborhood and relocation areas generally comparable in terms of amenities, public utilities, accessibility to public services, transportation and public facilities? ☒ Yes ☐ No

Public amenities, such as all varieties of utilities and access to public transportation and major commercial outlets, are comparable to the displacement neighborhoods. For a sufficient number of multi-family and Section 8 housing in the City of Bakersfield, the search for replacement multi-family dwellings and Section 8 housing was expanded to a radius of 15 miles from the project area. The

¹ Although the project does not affect mobile homes, available mobile homes exist in the replacement area.

displacement neighborhood is also considered similar with respect to access to public and private schools, multiple forms of transportation including bus and train, industrial, commercial and retail employment outlets, entertainment, and shopping.

3. Are the relocation resources affordable to displacees, given the use of replacement housing and rental assistance payments? ☒ Yes ☐ No

The recent economic and housing market decline provides for lower purchase prices and room for greater lease options. The average range of lease amounts surveyed in the replacement area is estimated from \$450 to \$1,550 for multi-family residential housing and \$550 to \$1,900 for single-family units.

The City of Bakersfield will provide relocation assistance payments and counseling to the Centennial Corridor Project occupants in accordance with the Uniform Act and the City of Bakersfield's Relocation Assistance Program. The Uniform Act was created to provide protection and assistance to people who have properties that are being acquired, and those being relocated, by services in the event a displacement is required. Relocation benefits offered under the Uniform Act include advisory services for assistance in the move process, a replacement housing payment, payments for moving expenses, and assistance with closing costs on replacement housing.

Homeowners may qualify to receive a price differential payment, reimbursement for nonrecurring costs incidental to the purchase of the replacement property, and an interest differential if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain eligibility requirements. The statutory maximum combination of these three supplemental payments that the owner can receive is \$31,000 based on implementation of Moving Ahead for Progress in the 21st Century (MAP-21). If the total entitlement is in excess of \$31,000, there is a Last Resort Housing Program that will be used.

Tenants may qualify to receive a rental assistance payment (RAP). The statutory maximum that the tenant can receive is \$7,200. If entitlement exceeds the \$7,200 threshold, then the Last Resort Housing Program will be utilized. This payment is made if the cost to rent a comparable decent, safe, and sanitary replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, if the tenant is eligible for a RAP, the tenant can elect to use the RAP for down payment assistance to purchase a replacement home and/or payment of certain costs incidental to the purchase of the replacement property.

All benefits and services will be provided equitably to all residential and business displacees without regard to race, color, religion, age, national origins, and disability as specified under Title VI of the Civil Rights Act of 1964. The specific availability of different types of residential dwellings is discussed later in this report in Tables 12 through 18 in Section III.A.1 and Section III.B.

4. Are there public or private projects in the proposed project area that will displace other families or create competing housing needs in the area?

☐ Yes ☒ No

According to the Planning Department at the City of Bakersfield, there are no public or private projects in the project area besides the projects currently undertaken under the Thomas Roads Improvement Program that involve potential future displacements.

5. Is the Relocation Assistance Program adequate to successfully relocate displacees? ☒ Yes ☐ No

Based on the scope of relocations associated with the Centennial Corridor Project, the City of Bakersfield's Relocation Assistance Program is adequate to successfully relocate the residential displacees. Several implementation strategies will be put in place to accommodate the volume of relocations anticipated in the residential sector, particularly. These are detailed further in this report. At the time of implementation, the Relocation Assistance Program will be adequately equipped to handle the major complicating factors on the project such as limited replacement housing stock, lower income demographic in the project area, high minority-based population, and relocation of the elderly and disabled population. Non-residential occupants typically incur intangible losses such as neighborhood visibility, local clientele, and other factors that are non-compensable within the Relocation Assistance Program.

The City of Bakersfield, through the Thomas Roads Improvement Program office, has engaged Overland, Pacific, and Cutler, Inc. (OPC) to implement and manage the Centennial Corridor Project's right-of-way program. Two community meetings with right-of-way focus have been conducted, one on December 6, 2012, and one on June 11, 2014, to keep the affected property owners informed about the relocation claims process and benefits, as well as to provide the opportunity for the displacees to express their concern about the relocation issues. To facilitate the right-of-way management team and project personnel responsible for negotiations with impacted property owners and tenants throughout the acquisition and relocation process, a local site office in Bakersfield has been established. The office has been furnished with an adequate number of full-time right-of-way staff that have the experience and technical knowledge to address any acquisition and relocation issues associated with the project.

In addition, an early acquisition program has been launched to allow the affected property owners to engage in the program early to resolve the challenge of replacing over 300 properties in a short period of time.

In January 2015, OPC prepared a Project Management Plan (Right-of-Way Section) for the Centennial Corridor Project that outlines and details the implementation and management of the Centennial Corridor Project's right-of-way program for Alternative B, including:

- Project set-up and early project administration (staff mobilization plan and acquisition site office responsibilities)
- Organizational structure (management structure and Program authority and implementation)
- Project real estate cost estimates
- Right-of-way implementation schedule

- Federal and State legislative authorities and procedures
- Advance and early acquisition planning and implementation
- Property acquisition procedures
- Relocation procedures
- Right-of-way certification process
- Document control
- Property management
- Project closeout procedure

The Plan will be used by the City of Bakersfield, the Thomas Roads Improvement Program, and the right-of-way agents as a reference to the relevant policies and procedures employed throughout the program's duration in conjunction with the *Caltrans Right-of-Way Manual*, the City of Bakersfield's right-of-way policies, and all relevant Federal and State laws and regulations to ensure uniform and equitable treatment of persons displaced from their homes, businesses, or farms.

The Project Management Plan is included for reference as Appendix L of this *Final Relocation Impact Report*.

Because of the high volume of non-residential parcels affected by the project, losses resulting from these non-compensable concerns should be anticipated. These losses, notwithstanding the Relocation Assistance Program (RAP), will be well-equipped to address the volume and complexities of non-residential displacements outlined in this report.

All activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources shall be available to all displacees without discrimination.

6. Are there special/significant relocation problems associated with the Centennial Corridor Project? ☒ Yes ☐ No

One "special or significant" problem associated with this project will be the disproportionate shortage of housing stock available for residential relocatees at the time the acquisition program is implemented. Because there may be about 500 to 600 available properties for rent or for sale in any particular month within the replacement area, and Alternative B (Preferred Alternative) will displace 310 residential units, an early acquisition process has started since circulation of the draft environmental document review period. The early acquisition program has allowed home owners and tenants multiple housing options that can accommodate a diverse displacement community, including the elderly, and the handicapped. The implementation of the early acquisition program and relocation will alleviate the short supply of housing stock, as they both provide a greater length of time for displacees to relocate where available housing supply exists.

7. Is the Last Resort Housing Program required to relocate some households being displaced? ☒ Yes ☐ No

The City of Bakersfield's Relocation Assistance Program assures that no residential occupants will be displaced without adequate, decent, safe, sanitary, comparable, and functionally equivalent replacement housing being made available.

Relocation payments exceeding the \$7,200 and \$31,000 statutory limits (MAP-21) are anticipated. Additionally, Last Resort Housing Payments are expected less with owner displacees, which make up between 36 percent and 37 percent of the project, and more with tenants, which make up about 63 percent to 64 percent of the residential units affected.

8. Will construction of replacement housing under the Last Resort Program be used? ☐ Yes ☒ No

Construction of replacement housing is not warranted because sufficient resources exist in the replacement area to relocate the potential residential displacees to comparable replacement housing. Typically, this approach is used when either (a) there is an insufficient supply of adequate, decent, safe, sanitary, comparable, and functionally equivalent replacement housing available, or (b) it is expeditious from a program management perspective to do so. At this time, neither of these options is a concern; therefore, the construction of replacement housing is not anticipated.

9. Will a field office be required for the Centennial Corridor Project? ☐ Yes ☒ No

A field office will not be required specifically for the Centennial Corridor Project. However, to facilitate the right-of-way management team and project personnel responsible for negotiations with impacted property owners and tenants throughout the acquisition and relocation process for all projects within the Thomas Roads Improvement Program, a local site office in Bakersfield has been established. The office has been furnished with an adequate number of full-time right-of-way staff that have the experience and technical knowledge to address all acquisition and relocation issues on the Project.

II. Displacement Area Characteristics

A. Description of Residential Displacement Area

As already noted, a wide variety of residential displacements will occur in the project corridor, including apartment complexes, two- to three-unit multiplex structures, and single-family residences. The displacement area of Alternative B (Preferred Alternative) lies entirely within the City of Bakersfield. The area is characterized as mostly suburban and generally represents a median-income demographic when compared to the greater Bakersfield region. There are more tenants than owners. Available property title information also suggests that foreclosures are prominent. More details of the unique complications and challenges these displacements may present are provided in Section II.C, Agricultural Impact.

B. Description of Business and Nonprofit Displacement Area

1. Number of Businesses Directly Impacted by the Project

Business displacements are noted in the following tables and analyzed from multiple perspectives. Table 5 shows the types of businesses being displaced. Note the absence of government and nonprofit organizations in Alternatives A and B, and the comparatively larger impact Alternative C will have in the construction, manufacturing, retail, and service sectors.

As shown in the table, Alternative C would have the greatest non-residential impacts of any of the build alternatives proposed.

Table 5: Number of Businesses Directly Impacted by the Project

| Type of Business | Alternative A | Alternative B | Alternative C |
|-------------------------|---------------|---------------|---------------|
| Construction | 0 | 0 | 9 |
| Manufacturing | 0 | 0 | 4 |
| Retail | 25 | 11 | 45 |
| Government | 0 | 0 | 2 |
| Nonprofit | 0 | 0 | 1 |
| Service | 102 | 110 | 137 |
| Total Businesses | 127 | 121 | 198 |

Source data for Table 5 came from web sites www.realquest.com and www.loopnet.com, December 2011, and agent field research, November 2011. No significant changes to the data in the displacement area have occurred since the Draft Relocation Impact Report was prepared.

2. Age of Business

Table 6 indicates how long each operation has been in business to provide some understanding of the viability and stability of businesses present in the project area. Though the data are limited, field research and analysis from the City of Bakersfield indicate that a relatively even distribution of older and newer businesses is present in the project area, with displacements of the “4-7 Years” category being the most prevalent. Alternative C would result in the greatest direct impacts on businesses.

Table 6: Age of Displaced Businesses Directly Impacted by the Project

| Age of Displaced Business | Alternative A | Alternative B | Alternative C |
|---------------------------|---------------|---------------|---------------|
| 1–3 Years | 25 | 46 | 35 |
| 4–7 Years | 95 | 71 | 76 |
| 8–15 Years | 7 | 4 | 71 |
| Over 15 Years | 0 | 0 | 16 |

Source data for Table 6 came from the web sites www.realquest.com and www.loopnet.com, December 2011, and agent field research, November 2011.

3. Estimated Number of Employees

Table 7 shows the number of potential business employees affected by businesses being displaced and relocated. Most of the impacts would be to small employers—those keeping 1 to 20 employees on staff. Most of the affected businesses are in the retail and service sectors. No businesses with 500 employees or more would be affected.

Table 7: Estimated Number of Employees Impacted by the Project

| | Alternative A | Alternative B | Alternative C |
|----------|---------------|---------------|---------------|
| 1–20 | 103 | 120 | 185 |
| 21–100 | 23 | 1 | 13 |
| 101–500 | 1 | 0 | 0 |
| Over 500 | 0 | 0 | 0 |

Source data for Table 7 came from web sites www.realquest.com and www.loopnet.com, accessed December 2011; and agent field research, November 2011. No significant changes to the data in the displacement area have occurred since the Draft Relocation Impact Report was prepared.

4. The Number of Businesses Affected by the Project that are Assumed to be Minority Owned.

The project would likely affect some minority-owned properties, both residential and non-residential. Based on 2010 U.S. Census data, Alternative A would pass through four census Block Groups that contain a higher percentage of minority populations when compared to the percentage of minority populations in the City of Bakersfield and County of Kern. Alternatives B and C would pass through the same three census Block Groups that also contain a higher percentage of minority populations than the City and County.

Since most non-residential properties directly affected by Alternative B (Preferred Alternative) would be able to find suitable replacement sites nearby, no interviews with affected business owners were conducted during the environmental review process stage; however, the affected property owners were provided an opportunity to express their concern about any relocation issues at the right-of-way focus meetings, which were organized on December 6, 2012, and June 11, 2014.

To facilitate the right-of-way management team and project personnel responsible for negotiations with impacted property owners and tenants throughout the acquisition and relocation process, a local site office in Bakersfield has been established. The office has been furnished with an adequate number of full-time right-of-way staff that have the experience and technical knowledge to meet all of the goals and objectives of the project.

5. Number of the Different Types of Facilities

Table 8 provides general zoning and regional data for the types of businesses being displaced. Single-structure business operations are the most affected under Alternatives A and B; industrial parks are the largest facility type affected under Alternative C. No regional centers would be affected by the build alternatives.

Table 8: Number of Different Business Facility Types

| Type of Business Facility | Alternative A | Alternative B | Alternative C |
|---------------------------|---------------|---------------|---------------|
| Strip Commercial | 20 | 16 | 0 |
| Small Shop-Center | 10 | 19 | 7 |
| Regional Center | 0 | 0 | 0 |
| Single Structure | 97 | 47 | 55 |
| Mixed Residential | 0 | 0 | 1 |
| Industrial Park | 0 | 39 | 134 |
| Low Rent Area | 0 | 0 | 1 |
| Total Businesses | 127 | 121 | 198 |

Source data for Table 8 came from the web sites www.realquest.com and www.loopnet.com, December 2011, and agent field research, November 2011. No significant changes to the data in the displacement area have occurred since the Draft Relocation Impact Report was prepared.

C. Agricultural Impact

No Prime Farmland lies in Segments 1 and 2, so there would be no impacts to Prime Farmland within these two segments. Although “Agricultural/Farms” are not going to be displaced under any of the three build alternatives, small strips of six parcels will be needed at the intersection of Stockdale Highway and Enos Lane in Segment 3, which is accounted for about 4 acres of Prime Farmland.

Table 9: Type of Agriculture

| | Alternative A | Alternative B | Alternative C |
|-----------|---------------|---------------|---------------|
| Row Crops | 6 | 6 | 6 |
| Trees | 0 | 0 | 0 |
| Livestock | 0 | 0 | 0 |
| Other | 0 | 0 | 0 |

Source data for Table 9 came from agent field research, November 2011. No changes to the data have occurred since the Draft Relocation Impact Report was prepared.

III. Replacement Area Characteristics

A. Description of Replacement Area

City of Bakersfield

The City of Bakersfield sits at the southern end of California's San Joaquin Valley in Kern County. Kern County is the fourth largest agriculture-producing county in the United States. Kern County generates 76 percent of all oil produced in California. Bakersfield is strategically located in the heart of the one of the world's largest economies with a rich history of agriculture and oil production.

Bakersfield is committed to providing an environment where people can live and work in the same community. Bakersfield's state university, community college, a satellite University of California campus, and a half-dozen private and trade colleges work closely with business leaders to train qualified employees.

The city limits encompass 143.6 square miles, and the population is approximately 351,400.² The city's heritage spans more than a century. Bakersfield has emerged as an ethnically diverse community, where a significant percentage of the population is made up of young, well-educated families.

The Bakersfield community boasts many amenities that provide a first-rate quality of life for residents. The City of Bakersfield has 76 city parks.³ There are amphitheatres, basketball courts, horseshoe pits, lighted softball fields, lighted soccer/rugby fields, volleyball courts, picnic areas, water spray parks, tennis courts, and a skate park.

The Kern County Library and the Bright House Networks Amphitheater provide cultural and educational programming, and the Dr. Martin Luther King Jr. Community Center and the Silver Creek Community Center are hubs of activities with programs, workshops, festivals, and social gatherings.

Bakersfield's manufacturing base has played an important role in the growth of the city and its employee base. The City of Bakersfield's labor force increased 28 percent between 2000 and 2010, and the petroleum, agricultural, and manufacturing sectors have continually expanded.

Housing Characteristics and Demographics

Demographic and housing characteristics for the replacement area are shown in Table 10. Table 11 shows the industry employment breakdown for the displacement area. U.S. Census data is based on the 2005-2009 American Community Survey 5-Year Estimates.

When considering environmental justice concerns, several factors should be noted. Nationally, Bakersfield's cost of living ranks 420 out of 950 (950 being the most inexpensive). Bakersfield is

² United States Census web site: www.factfinder.census.gov, December 2011

³ Metropolitan Bakersfield General Plan Update, City of Bakersfield, April 2009

currently experiencing an unemployment rate of 16.4 percent, compared to the 9.6 percent national average.⁴

Additionally, home appreciation in Bakersfield in 2010 was 8.02 percent. Over the last five years, home appreciation in Bakersfield was 46.1 percent. This real estate market with high vacancy rates will undoubtedly provide ample housing and will amplify options for residences and businesses alike.

Table 10: Demographic and Housing Characteristics for the City of Bakersfield

| | |
|---|-----------------|
| Population: 2005-2009 | |
| Total Population | 351,443 |
| Household Population | 305,329 |
| 2005-2009 Population by Race (Percent of Total Population) | |
| White | 182,654 (58.9%) |
| Black or African American | 25,764 (8.3%) |
| American Indian and Alaska Native | 2,773 (0.9%) |
| Asian | 15,363 (5.0%) |
| Native Hawaiian and Pacific Islander | 256 (0.1%) |
| Other Race | 68,832 (22.2%) |
| Two or More Races | 14,435 (4.7%) |
| Hispanic or Latino (of Any Race) | 130,310 (42.0%) |
| 2005-2009 Population by Education | |
| Less than 9 th Grade | 10.7% |
| Some College, No Degree | 23.8% |
| Associate's Degree | 8.2% |
| Bachelor's Degree and Higher | 19.5% |
| 2005-2009 Income Figures | |
| Mean Household Income | \$68,158 |
| Median Household Income | \$51,886 |
| Per Capita Income (in 2009 inflation-adjusted dollars) | \$22,601 |
| 2005-2009 Housing | |
| Owner/Renter Occupied (%) | 59.8/40.2 |
| Average Household Size | 3.1 |
| Median Housing Value (owner-occupant) | \$263,700 |

Source data was derived from the U.S. Census Bureau web site: www.factfinder.census.gov, accessed December 2011, and the City of Bakersfield website: http://www.bakersfieldcity.us/cityservices/devsrv/pdfs/Population_and_Housing_Data.pdf, accessed December 2011.

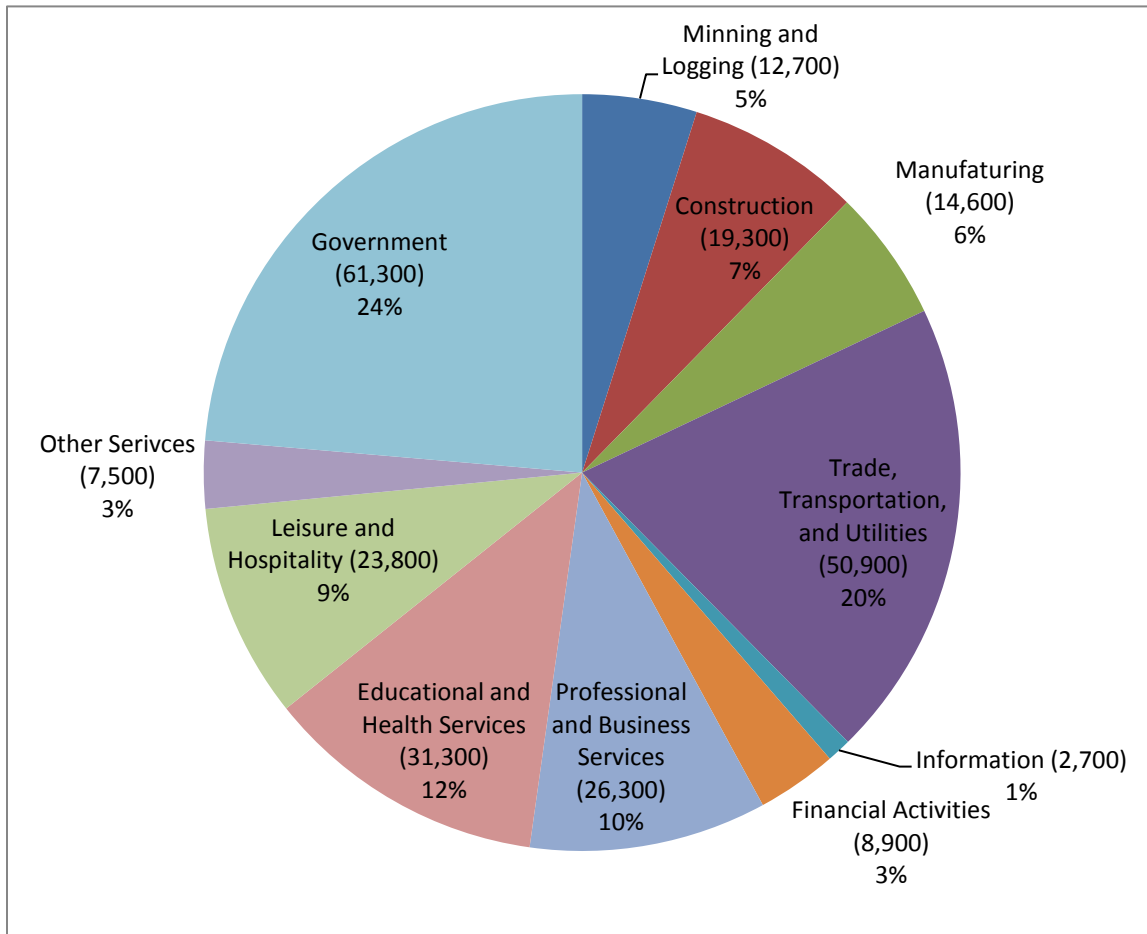
The metropolitan Bakersfield area has experienced significant growth, and there is no indication that growth will diminish. In addition to accelerated population growth, the region's role as a central hub for goods movement and interregional travel indicates that traffic volumes will continue to

⁴ United States Census web site: www.factfinder.census.gov, accessed December 2011 and the City of Bakersfield web site: http://www.bakersfieldcity.us/cityservices/devsrv/pdfs/Population_and_Housing_Data.pdf, accessed December 2011

increase. Yet, there has been a minimal increase in the capacity of the roadway network. If this capacity is not expanded and improved, the increase in traffic volumes will result in a very high level of congestion in the area's transportation system. The metropolitan Bakersfield area is already hindered by severe transportation problems, which steadily worsen as the metropolitan area and the county continue to expand in area and density.

Table 11 data were taken from U.S. Bureau of Labor Statistics for the City of Bakersfield, effective December 2014. As seen in the pie chart, the government sector and the trade, transportation, and utilities sector are the two largest demographic areas of employment; the smallest demographic area of employment is the information sector.

Table 11: Employment Demographics for the City of Bakersfield



Source data for Table 11 came from the U.S. Bureau of Labor Statistics website http://www.bls.gov/eag/eag.ca_bakersfield_msa.htm, accessed January 2015.

A replacement housing research survey was performed during January 2015 to determine the market availability of “for sale” and “for rent” properties in the City of Bakersfield and nearby communities. No mobile home parks are being displaced by the project. Standard property listing websites (e.g., MLS, www.loopnet.com, www.zillow.com, www.trulia.com, www.craigslist.org, www.hotpads.com) were utilized in an attempt to locate specific properties that would be used as replacement sites. The numbers below reflect the types of properties available at the time of the search. These numbers represent the potential number of available replacement sites; they do not ensure future availability at the time of actual displacement.

1. Housing Stock (as of January 2015)

| | |
|-------------------------------------|------------|
| Number of single-family residences: | 378 |
| Number of multiple-family units: | <u>118</u> |
| Total housing units (a + b): | 496 |

As indicated above, an adequate supply of housing resources is available for project displacees assuming the relocation process is phased or segmented and residents are relocated over a period of several months. With up to 310 displacees under Alternative B (Preferred Alternative), searching for replacement housing, and about 400 to 500 replacement options available in any given month, a competitive environment for replacement housing may be experienced if a large segment of relocations occurs in too short a timeframe. This concern has been resolved by the introduction of the early acquisition program since the draft environmental document for the Centennial Corridor Project was circulated in May 2014. As part of the program, a series of right-of-way focus meetings was organized to keep the displacees informed about the right-of-way acquisition process and their rights and benefits, and to allow the affected property owners an opportunity to express their concern about any relocation issues.

Since approval of the early acquisition program by the Federal Highway Administration and Caltrans in November 2012, over 100 property owners have indicated interest in a voluntary sale, and a majority of those owners have met with the right-of-way staff to discuss the general acquisition and relocation process. Further outreach will be ongoing.

A Replacement Area Map of the project, encompassing a radius of 15 miles around the project area, is shown in Appendix C.

Multi-Family Rental Housing

The replacement housing survey for multi-family rental housing identified 118 available studio, one-, two-, three-, and four-bedroom units near the potentially displaced properties. Listing details of each of the units are shown in Appendix D. Survey details are summarized in Table 12.

Table 12: Availability and Cost of Multi-Family Rental Housing

| | Number of Bedrooms | | | | |
|-------------|--------------------|---------------|---------------|---------------|-----------------|
| | Studio | One | Two | Three | Four |
| # Found | 5 | 30 | 57 | 23 | 3 |
| Rent Range | \$450-\$575 | \$475-\$1,260 | \$550-\$1,250 | \$695-\$1,475 | \$1,400-\$1,550 |
| Median Rent | \$550 | \$625 | \$750 | \$950 | \$1,475 |

Sources: www.hotpads.com (accessed January 2015), www.craigslist.org (accessed January 2015), www.crmls.org (accessed January 2015), www.zillow.com (accessed January 2015), www.trulia.com (accessed January 2015), and www.bakersfield-propertymanager.com (accessed January 2015).

Single-Family Rental Housing

The replacement housing survey identified 121 available one-, two-, three-, four-, and five-bedroom single-family rental units near the displacement properties. Listing details of each property are shown in Appendix E. Survey details are summarized in Table 13.

Table 13: Availability and Cost of Single-Family Rental Housing

| | Number of Bedrooms | | | | |
|-------------|--------------------|---------------|---------------|---------------|-----------------|
| | One | Two | Three | Four | Five |
| # Found | 6 | 17 | 74 | 22 | 2 |
| Rent Range | \$550-\$750 | \$575-\$1,200 | \$700-\$2,295 | \$950-\$2,900 | \$1,750-\$1,900 |
| Median Rent | \$667 | \$950 | \$1,200 | \$1,500 | \$1,825 |

Sources: www.hotpads.com (accessed January 2015), www.craigslist.org (accessed January 2015), www.crmls.org (accessed January 2015), www.zillow.com (accessed January 2015), www.trulia.com (accessed January 2015), and www.bakersfield-propertymanager.com (accessed January 2015).

Section 8 Rental Housing

It is expected that some displaced tenants may have their current rent subsidized by housing vouchers. A replacement housing survey of available Section 8 units on the market found 34 Section 8 rental housing units available on the market as of January 2015. A summary of available units is shown in Table 14. A listing detail of available units is provided in Appendix F.

Table 14: Availability and Cost of Section 8 Rental Housing

| | Number of Bedrooms | | | |
|-------------|--------------------|-------------|-------------|-----------------|
| | One | Two | Three | Four |
| # Found | 4 | 16 | 12 | 2 |
| Rent Range | \$500-\$625 | \$595-\$925 | \$706-\$925 | \$1,100-\$1,350 |
| Median Rent | \$537 | \$662 | \$850 | \$1,225 |

Sources: www.hotpads.com (accessed January 2015), www.craigslist.org (accessed January 2015), www.zillow.com (accessed January 2015), www.trulia.com (accessed January 2015), and www.gosection8.com.

Single-Family Homes for Sale

The relocation survey identified 257 available detached single-family homes for sale in the vicinity of the displacement area. Survey details are shown in Table 15. Single-family homes for sale, including homes with one to six bedrooms, are shown in Appendix G.

Table 15: Availability and Cost of Detached Single-Family Homes for Sale

| | Number of Bedrooms | | | |
|--------------|--------------------|--------------------|----------------------|-----------------------|
| | One | Two | Three or Four | Five or Six |
| # Found | 3 | 66 | 174 | 14 |
| Price Range | \$59,000-\$84,000 | \$58,500-\$319,000 | \$24,000-\$1,500,000 | \$158,000-\$2,800,000 |
| Median Price | \$74,900 | \$119,500 | \$119,950 | \$240,000 |

Sources: www.crmls.com (accessed January 2015), www.loopnet.com (accessed January 2015), www.craigslist.org (accessed January 2015), www.hubzu.com (accessed January 2015), www.bakersfieldhomehunter.com (accessed January 2015), www.bestbuysfbakersfield.com (accessed January 2015), www.zillow.com (accessed January 2015), www.trulia.com (accessed January 2015), and www.realtor.com (accessed January 2015).

Residential Income Properties for Sale

For this report, residential income properties are defined as any residential housing structure having one to ten units used for the purpose of leasing and producing income. Because many affected owners and tenants currently occupy multi-family units on the project, a detailed survey of available multi-family dwellings for sale was done. A total of 56 duplex, triplex, and fourplex properties were identified, with the largest “for sale” category being duplexes and tri-plexes. Appendix H shows listing details of residential income properties for sale. Table 16 provides a summary of the research.

Table 16: Availability and Cost of Residential Income Properties for Sale

| | Number of Units | | | |
|--------------|--------------------|--------------------|---------------------|---------------------|
| | 1 | 2 to 3 | 4 to 5 | 6 to 10 |
| # Found | 20 | 22 | 12 | 2 |
| Price Range | \$69,900-\$289,000 | \$99,500-\$277,000 | \$145,000-\$570,000 | \$289,900-\$429,900 |
| Median Price | \$152,000 | \$158,900 | \$229,000 | \$425,000 |

Sources: www.crmls.com (accessed January 2015), www.loopnet.com (accessed January 2015), www.craigslist.org (accessed January 2015), www.hubzu.com (accessed January 2015), www.bakersfieldhomehunter.com (accessed January 2015), www.bestbuysfbakersfield.com (accessed January 2015), www.zillow.com (accessed January 2015), www.trulia.com (accessed January 2015), and www.realtor.com (accessed January 2015).

Condominiums for Sale

It is anticipated that the implementation of the Centennial Corridor Project could displace some condominium owners, so a housing survey of available condominiums for sale was completed. As shown in Table 17, 40 condominium units are currently available on the market. A listing of all units is provided in Appendix I.

Table 17: Availability and Cost of Condominiums for Sale

| | Number of Bedrooms | | |
|--------------|--------------------|--------------------|--------------------|
| | One | Two | Three |
| # Found | 3 | 20 | 17 |
| Price Range | \$50,000-\$148,000 | \$55,000-\$224,500 | \$65,000-\$219,500 |
| Median Price | \$87,200 | \$92,000 | \$92,000 |

Sources: www.crmls.com (accessed January 2015), www.loopnet.com (accessed January 2015), www.craigslist.org (accessed January 2015), www.hubzu.com (accessed January 2015), www.bakersfieldhomehunter.com (accessed January 2015), www.bestbuysfbakersfield.com (accessed January 2015), www.zillow.com (accessed January 2015), www.trulia.com (accessed January 2015), and www.realtor.com (accessed January 2015).

2. Vacancy Rate Expressed as Percentage

| | | |
|--------------------------|--------------|---------------------------|
| Single-Family Residences | 32% For Rent | 68% For Sale |
| Multiple-Family Units | 66% For Rent | 34% For Sale ⁵ |

Note that the percentage breakdowns above are for properties that are “for sale” and “for rent” for all the available single-family and multi-family rental units available.

Vacancy Rate

Detailed research reveals that Bakersfield has experienced vacancy rates of nearly 6.7 percent in commercial office markets, 11.6 percent in retail, and 3.8 percent in industrial real estate markets.⁶ Also, according to the third quarter of 2014, the U.S. Census Bureau reported that a 4.3 percent vacancy rate for multi-family, apartment, and single-family rental residences also exists in the Bakersfield metropolitan area.

This is lower than the national vacancy rate of 7.4 percent and slightly higher than the California vacancy rate of 4.1 percent. For business owners, these conditions have improved over the past few years and they reflect a stable real estate market that is still expected to provide some cost savings for businesses and families transitioning to replacement sites. These vacancy figures are anticipated to remain the same, or increase slightly over the next 12 to 18 months, particularly in the commercial sector.

⁵ Sources: www.crmls.com (accessed January 2015), www.loopnet.com (accessed January 2015), www.craigslist.org (accessed January 2015), www.hubzu.com (accessed January 2015), www.bakersfieldhomehunter.com (accessed January 2015), www.bestbuysfbakersfield.com (accessed January 2015), www.zillow.com (accessed January 2015), www.trulia.com (accessed January 2015), U.S. Census Bureau web site (accessed January 2015), and www.realtor.com (accessed January 2015).

3. Housing Characteristics

It is estimated that approximately 50 percent of the displaced housing in the project area is currently worth less than \$119,725 each, with many houses being below \$120,000. Most houses are in fair condition and contain between 1,200 and 1,500 square feet of living area. For housing affected by the project, the average year built is around 1965. Only sporadic upgrading of amenities has occurred throughout the project area. It is possible that some of the houses encountered on the project will not be up to Decent Safe and Sanitary (DS&S) Standards, as defined in state and federal guidelines.

Research and site viewing of the replacement properties revealed a mixed supply of worn-down investment properties and, to a much lesser extent, high-end upgraded homes with larger living areas and lot sizes. Real estate trends in the area are consistent with the rest of the county and the state of California.

Comparing 2014 with 2013, the median price as it relates to the residential housing market, has increased \$24,050 or 12.9 percent. The 12.9 percent increase is insubstantial compared to the 2012 to 2013 price increase of 30.4 percent.⁷

4. Average Prices of Typical Single-Family Houses

Please see Table 15, Availability and Cost of Detached Single-Family Homes for Sale (page 28) for details on this item.

B. Business and Nonprofit Replacement

1. Number of Business Sites that will be for Rent or Purchase

A survey of available commercial sites was performed to evaluate the resources available for the main industry types of businesses likely to be displaced by the project. Since most business owners likely intend to relocate as close to the immediate project area as possible, this analysis focuses on the commercial sectors of Bakersfield and adjacent areas. In addition to the number of properties found below, there are several more that listed the asking price as “Negotiable.” These are not included in the summary below. Table 18 details the available units for lease and sale in the replacement area by current use; the associated listing data is shown in Appendix J.

⁷ Source: The Crabtree Report, by Gary Crabtree, SRA. Preliminary Bakersfield Housing Market Characteristics for the Month of December 2014.

Table 18: Availability of Commercial Lease and For Purchase Properties

| Use | Alternative A | Alternative B | Alternative C |
|---------------|---------------|---------------|---------------|
| Construction | 1 | 1 | 1 |
| Manufacturing | 98 | 98 | 98 |
| Retail | 112 | 112 | 112 |
| Government | 6 | 6 | 6 |
| Nonprofit | 0 | 0 | 0 |
| Service | 124 | 124 | 124 |
| Total | 341 | 341 | 341 |

Source: www.loopnet.com (accessed January 2015).

2. Discuss Difficulties Businesses may Encounter in Finding Replacement Property because of:

a. Replacement Site Requirements

As businesses consider the various obstacles to overcome in finding a replacement site, limitations on location, proper zoning, and neighborhood demographics are of primary concern. One factor that may turn out to be a positive in light of the falling commercial market is the onset of increased inventory in nearly every geographic locality. That said, there are still a number of business types that typically have a greater challenge in finding adequate replacement sites because of the nature of their businesses. Such businesses could include gas stations, locally-owned restaurants, and retail stores and convenience stores—all present in this project.

b. Lease Rates or Purchase Price

The most obvious difficulty in the current real estate and economic environment is that traditional financing for large and small commercial enterprises is very difficult to qualify. Should the only option for a replacement site be one that is for sale, that particular business may have a great challenge acquiring sufficient financing to make the purchase. On the other hand, there is tremendous opportunity for businesses to secure some of the lowest lease rates they have experienced in several years. Compared to the prices in 2014 for office properties in the County of Bakersfield, prices have shown to be 0.2 percent lower in 2015.⁸ For those buyers with cash, the current market will likely provide prime opportunities for new investments.

c. Financial Capacity of Business to Accomplish Move

One of the most challenging aspects of the current economic situation is the effect on employment and therefore consumer spending. Business operations such as jewelry shops, auto dealerships, antiques dealers, and the like are going out of business on almost a daily basis nationwide.

It is not difficult to see, therefore, that cash reserves and lines of credit are often no longer available to local businesses in times of financial trouble. The strain also continues as these types of reserves are used to absorb labor costs to keep employee payroll current while revenues are down. The problem will compound when a business is being relocated and finds itself needing to spend

⁸ Source: www.loopnet.com (accessed January 2015).

additional funds not covered in the Relocation Assistance Program to reestablish itself in its new location. Early relocation payments and advanced move planning will help in mitigating these losses.

d. Special Services that may be needed to assist Businesses

In the current business financing climate, businesses will need to think creatively, and agencies may need to provide incentives to avoid a substantial impact to certain businesses being displaced. Organization, effective planning, and experienced consultant assistance in the move process will help mitigate costly mistakes, help ascertain the appropriate relocation site, and maximize the benefits available in the Relocation Assistance Program. Taking additional care in the site-searching process can be particularly useful if the relocation agent is able to find exceptional values on lease rates or purchase prices for particular businesses. Additionally, an effective risk-mitigating approach on a large-scale relocation project such as this often warrants the development of an inter-agency task force specifically equipped to assist businesses in the relocation process. Designated representatives from the City Planning Department, Public Works, Economic Development, the local Fire Department, and appropriate project team members would schedule regular strategy sessions to address potential relocation problems facing the project. This has been a proven approach on other projects in assisting relocating businesses with site planning, understanding permitting and zoning restrictions, and reducing lead times on complex relocations.

Agencies can assist in mitigating business impacts by allowing for appropriate variances on business uses and facilitating expedient processing of needed licensing and permitting. Providing a variety of referral resources of highly trained moving specialists, finance brokers, business planners, and government small business assistance organizations could serve to help the move process as well.

Another means of assisting businesses will be in developing active relationships with experienced commercial brokers and lenders. The knowledge of the local market and understanding of the ever-changing real estate financial scene will be particularly important in providing advisory services to business owners contemplating business relocation options. The severity of the impacts the current business and commercial loan market is having on large and small businesses alike is significant.

3. Discuss Issues the Employees may have if the Business Relocates as Planned

The main concerns for employees in this situation are the increased cost of transportation to commute to an alternative business site and the challenges inherent in finding new employment in the southern San Joaquin Valley region. Because of the challenges many people face with record high unemployment and increased fuel and living costs, a major job relocation could prove challenging. Many large industrial businesses, for example, could take the opportunity to relocate farther to sites 50 miles away or more that are less expensive. This may be the first option for the business, but leaves the employee with a greater financial strain. Additionally, if the employee is unable to follow the current employer to the new location, the problem of finding a new job in an economic climate that boasts a 10+ percent unemployment market may prove quite challenging. Solutions to these challenges include early access to affected businesses and incorporating advanced move planning strategies with the City of Bakersfield, property and business owners, site mitigation engineers, and other move planning experts to preserve the business operation onsite.

4. Discuss Issues the Employees may have if the Business cannot Relocate as Planned

The same problem could exist in this scenario as the one stated above. The additional complication in this situation is that not only could an employee be unable to make the move with the employer, but the site that is chosen may, in fact, prove to be inadequate and the business may cease as an enterprise altogether. Clearly, if a business finds a less than ideal site and has few cash reserves to rebound from the detrimental effects of the new move, serious consequences would ensue for all involved.

C. Residential Replacement

1. Section 8

Section 8 housing residents are present on the project. At this time, no pre-displacement interviews have been conducted with the Section 8 residents. A number of Section 8 residential dwellings will be acquired through the early acquisition program. OPC will be coordinating with the Housing Authority of the County of Kern to address the needs of all displaced Section 8 residents.

2. Replacement Neighborhood is Homogeneous to Displacement Area

See replacement neighborhood overview for more detail.

3. General Condition of Displacement Neighborhood

As discussed previously, the condition of the displacement neighborhood is average, with most homes being in the lower to median percentage of value as compared to many of the area's neighbors in the greater Bakersfield area. Some attention has been given to typical street and neighborhood maintenance, while properties sitting next to major intersections, as well as freeway entrances and exits, are heavily affected by noise and heavy traffic flow. Crime rates in Bakersfield are slightly higher than the rest of Kern County, while crime rates in the project area are low to average, compared to the rest of Bakersfield.

4. Condition of Units being Displaced

| | | | | |
|-----------|---------|---|------|-----------|
| Fair/Poor | Average | X | Good | Very Good |
|-----------|---------|---|------|-----------|

5. Compared to Condition of Units in Replacement Area

| | | | | |
|-----------|---------|---|------|-----------|
| Fair/Poor | Average | X | Good | Very Good |
|-----------|---------|---|------|-----------|

6. Maximum Number of Mobile Homes directly affected by Project

None

7. Maximum Number of Mobile Homes directly affected by Project – within the Park

None

8. Number of Mobile Homes directly affected by Project – not in a Mobile Home Park

None

D. Comparative Data

Table 19 provides a summary of property data available in the project area and the replacement area, compared to the displacements present on the project. Many similarities exist between the areas, including housing vacancy factors, owner to tenant occupancy ratios, persons per household, and median housing value.

It is evident that many replacement housing options for renters and buyers affected by the project are available in the immediate project area as well as the larger replacement area region. Alternative A would affect the most and can act as a worst-case scenario; therefore, statistics for that build alternative were used in the table below.

Table 19: Comparative Data for Project and Replacement Areas

| | Displacements | Project Area | Replacement Area ⁹ |
|----------------------------|---------------|---------------------|-------------------------------|
| Total Housing Units | 356 | 66,311 | 120,725 |
| Percent Owner Occupied | 22% | 64.2% ¹⁰ | 59.7% |
| Percent Renter Occupied | 78% | 35.8% | 40.3% |
| Total Housing Units Vacant | 33 | 5,239 | 9,593 |
| Vacancy Rate | 7.9% | 7.9% | 7.9% |
| Housing Units For Sale | 3 | 57 | 297 |
| Housing Units For Rent | 29 | 152 | 239 |
| Persons Per Household | 3.1 | 3.1 | 3.1 |
| Median Housing Value | \$160,425 | \$139,500 | \$198,400 |

Source data for Table 19 came from the web site <http://www.factfinder.census.gov/>, January 2015; the web site for Trulia, www.trulia.com, and; the web site for Zillow, www.zillow.com; and agent field research, November 2011.

⁹ The replacement area encompasses a 15-mile radius from the project area. This area includes the regions to the north, south, east, and west of the project area.

¹⁰ For the percentage of owner-occupied housing in the replacement area, the range is 59.7 percent to 68.7 percent, which equals an average of 64.2 percent.

IV. Relocation Resources

A. Adequate Resources for Displacees

Bakersfield demographic research provided by the Southern California Multiple Listing Service and commercial and residential resources from Realquest.com and Loopnet.com showed availability for commercial and residential inventory within 15 miles of the project area. The research has also indicated that housing and commercial sites should be available throughout the duration of the acquisition and relocation process.

B. Replacement Area Chosen

The replacement area is defined as the immediate local vicinity where residential and business displacees will likely secure replacement sites. Generally, if the resources of the immediate area permit, businesses prefer to relocate as close as possible to their existing location, and residential displacees prefer to remain in existing school systems and their immediate familial and cultural settings. Because the City of Bakersfield and immediate surrounding areas have sufficient resources to absorb the project's displacement needs, it is expected that this region, as described in Section I.H, Adequate Relocation Resources, will be the primary relocation area. Appendix C is also provided as a pictorial description of the general boundaries of the replacement area.

C. Market Availability

Market availability is expected to remain adequate through the time of displacement. Explain:

The commercial and residential real estate markets are both experiencing seasons of great excess in supply with little demand. Homeowners behind on their mortgages or in danger of losing their jobs are attempting to sell their homes in a market where traditional financing is challenging to secure. As such, many properties are on the market for those with resources to purchase. The agency's program is well-suited for these conditions in that it can often offer a sizable down payment to secure such housing. As of December 2014, there is still an abundant supply of housing available on the open market.¹¹

While residential rental and purchasing options are expected to remain available and amenable to incoming displacees, the rental market supply is considered inadequate if an overabundance of relocatees is released into the rental market too quickly. Strategies for implementing a gradual release of displacements into the immediate market have been offered in this technical study and are considered sufficient to accommodate the project needs. Long-term market conditions are expected to continue to supply all varieties of residential options throughout the 18- to 36-month displacement duration.

In the commercial sector, businesses of all sizes and industries are making great efforts to secure new replacement sites to establish long-term lease agreements with unprecedented low rents and owner concessions. Supply in all commercial sectors is extraordinarily high, and there is no sign of demand catching up for several years. Yet while these market indicators do provide ample support

¹¹ The Crabtree Report, Gary Crabtree, SRA. Bakersfield Housing Market Characteristics for the Month of December 2014.

to conclude that market availability should be expected throughout the relocation process, the relocation program will, in fact, have a significant influence on the supply of available housing and require the agency to implement a phased or segmented approach to relocating affected tenants and owners. A summary of this approach is included in Chapter V, Relocation Problems and Programs, Section V.A.5, Lack of Availability.

V. Relocation Problems and Programs

A. Relocation Problems

The Uniform Act includes a relocation assistance program that provides for an advisory service and monetary benefit program for individuals and businesses being displaced as a result of a public project. The advisory assistance program for individuals and businesses will assist in the relocation by discussing needs and preferences regarding the details of a move, explaining the rights and benefits available, and providing help in obtaining the monetary benefits for which individuals and businesses are eligible. Additionally, advisory assistance includes providing information on available replacement sites, including purchase and rental costs, and coordinating and educating landlords, property managers, and other real estate professionals to help secure replacement properties.

The monetary benefits of the program for residential occupants include three types of payments available to eligible individuals being displaced from their primary place of residence: (1) a Replacement Housing Payment (RHP) to assist with the cost of either purchasing or renting a replacement dwelling, (2) payment of closing or incidental costs associated with purchasing a replacement home, and (3) a moving payment to assist with the relocation of personal property.

For business displacements, the Uniform Act allows for two broad categories of payments: (1) an actual move payment derived from a commercial bid process for the disconnection, move and reconnection of personal property, machinery and equipment and a reestablishment payment not to exceed \$25,000 for specified expenses actually incurred through the reestablishment of the business, or (2) a fixed payment option *in lieu* of the actual move and reestablishment payments that is based upon tax returns or income statements with a minimum payment of \$1,000 and a maximum of \$40,000 as specified by MAP-21.

With this backdrop in mind, the following is a synopsis of the obstacles and circumstances the agency may be required to address in implementing the relocation program. Special advisory assistance recommendations have also been provided, where appropriate, to maximize the wholeness of a business or individual while also minimizing disruption and loss as much as possible.

1. Elderly Households

Research shows that 9.7 percent of the population in Bakersfield is elderly (persons over 65 years of age are considered elderly). Due to the amount of residential units to be acquired by Alternative B (Preferred Alternative) of the Centennial Corridor Project, it is likely that there will be elderly displacees involved. Compared to the working population, the elderly population could experience housing problems due to the burden of the cost of housing and their low and moderate fixed incomes.

The elderly often have special needs, and it will be necessary to address those needs in a variety of ways. First, an initial understanding by the agency that relocation deadlines may need to be more flexible, and a commitment to increased right-of-way advisory services should be expected. Partnering with local nonprofit and governmental agencies, such as specialized moving companies, relocation planners, senior housing agencies, and social services organizations, can be of great help throughout the relocation process. Additionally, health issues may require modification to replacement housing to meet the standards of the Americans with Disabilities Act (ADA). The

agency needs to also preemptively train its relocation consultants to partner and develop the necessary relationships with family members that have an inside understanding of the displacees' particular medical needs and lifestyle preferences.

This information, along with a good understanding of the local public transportation and proximity to the appropriate medical and shopping centers, can greatly increase the likelihood of a successful relocation.

2. Low Income (30 Percent) and Poverty

Research indicates that approximately 11.5 percent of the City of Bakersfield's total households are considered extremely low income (defined as households with income below 30 percent of Area Median Income [AMI]), and approximately 13 percent are very low income (defined as households with income between 31 percent and 50 percent AMI). The 2010 U.S. Census showed that 20.6 percent were below the poverty line; a family of four is considered impoverished if its earnings are less than \$22,050 annually. Therefore, it is likely that low-income displacees will be encountered in this project. Prior relocation experience with low-income individuals has revealed that individuals with low income typically require higher relocation payments of Last Resort and greater assistance in finding replacement housing because of their financial limitations.

The agency must address this concern by having an understanding of lower income relocation housing options, exploring thoughtful approaches to dealing with complicated credit issues, and performing due diligence to ensure the displacees' financial situation is well understood. Finally, it is useful for the agency to consider implementing an advanced replacement housing payment policy to encourage potential landlords to consider accepting displacees with poor credit or challenging qualification requirements.

3. Last Resort Housing Construction

Last Resort Housing guidelines are put in place at the federal and state levels to ensure that displacees who are suffering a hardship or unusual circumstances can successfully relocate from a public project. One of the means by which to accomplish this goal is for an agency to construct decent, safe, and sanitary replacement housing where an insufficiency of such housing exists. The agency may also choose to do this as a cost mitigation measure to offset an unusually high relocation expenditure situation. As shown in Tables 12 through 17, an abundant inventory of replacement dwellings in the project and replacement areas provides reasonable assurance that all residential displacees on the project can be absorbed into these areas. Of course, not all will choose to relocate within these regions, but an adequate supply of lower income housing exists to accommodate the project's needs. As such, it is not anticipated that such a strategy would need to be employed.

4. Marginal Businesses

As explained previously in Section I.B, Limits and Purpose of Project, research indicates that most of the potentially affected businesses are small businesses having fewer than 100 employees. These smaller businesses generally have fewer financial and labor resources with which to implement their moves and could accordingly require more in-depth and creative advisory services. To provide such services, an agency would benefit from implementing advanced move planning, establishing effective partnerships in the commercial leasing sector, emphasizing the need of its relocation staff

to have a detailed and current understanding of local leasing trends and site availability, and providing displacees references to capable moving companies and planners.

5. Lack of Availability

The project would create a competitive environment for replacement housing once the relocation process is underway. The replacement housing research provided in this report indicates that about 500 to 600 replacement housing units of various types are available in any given month. Since the project proposes to displace 310 residences (under Alternative B), a phased relocation plan, or relocation by geographic segment, should be implemented to lessen the strain on available housing each month.

The quality and type of replacement housing does appear to be comparable to the project, and decent, safe, sanitary, and functionally equivalent residential units are widely present in the displacement area. For commercial displacees, the impact of the national economic climate has created a great surplus of available business sites in all sectors of the commercial market, including retail, office, and industrial products. Sources also indicate that local businesses are going to great lengths to reestablish existing operations at new sites because of increased lease incentives offered by landlords suffering from high vacancy rates.

Note that an early acquisition program has been started since approval from the Federal Highway Administration and Caltrans in November 2012 to resolve the challenge of the need to replace over 300 properties in a short timeframe. As of January 2015, over 140 affected property owners have expressed their interest in participating in the program.

6. Minorities

Research indicates that most of the minorities who are likely to be displaced by the Centennial Corridor Project are Hispanic due to their geographic concentration near the project area. This is evidenced by demographic research revealing that 45 percent of the residents of Bakersfield in the displacement area ZIP code are Hispanic. The agency's role in providing high-quality translation services in both the acquisition and relocation programs for property owner and tenant interactions will be a necessity. Additionally, translation of all relevant project documents within these programs will be required as part of the early stages of project implementation. This will likely require the services of a full-time translation consultant throughout the acquisition and negotiations phase of the project. Appropriate training of relocation agents in relevant cultural factors will also assist the displacees in understanding and using the relocation benefits and services available to them.

7. Overcrowded Residences

It is probable that overcrowded displacees will be encountered within the displacement area. Overcrowded households have special replacement housing needs. Specifically, the relocation agent must be careful to ensure that referrals to replacement dwellings have an adequate number of bedrooms per applicable occupancy codes. Overcrowded displacement households may require larger replacement housing payments due to upgrades in the number of bedrooms that must be present in the replacement units in order to meet decent, safe, and sanitary standards. Replacement dwellings are considered decent, safe, and sanitary when they provide adequate space to accommodate all occupants. Appropriate budget considerations must be given to this issue in order

to provide decent, safe, sanitary, comparable, and functionally equivalent replacement dwellings to displaced overcrowded households.

8. Handicapped Households

Because of the large-scale relocation that would occur due to the project, it is likely that handicapped individuals would be encountered. In addition, local census data indicates that about 11 percent of the general population of Bakersfield may have some form of disability. Accordingly, various needs should be addressed by the agency such as ensuring that displacees are provided replacement housing options close to public transportation, medical, and shopping facilities.

Additionally, working in compliance with the ADA is essential in providing for, and/or constructing, appropriate living facilities that can accommodate the basic functions of access/egress into and within the home, food preparation, and functional restrooms. Because of these factors, disabled displacees require extensive planning and longer lead times to transition into replacement housing, and the project schedule should reflect this. Often the necessary accommodations qualify under Last Resort Housing regulations, and the agency will need to have sufficient preparation both in its relocation policies and agent training accordingly.

9. Minority Business

Based on 2010 U.S. Census data and information obtained in the field, about 31 percent of the potentially displaced businesses in the Centennial Corridor Project area are minority owned. Minority businesses often experience relocation challenges due to their need to be close to a specific customer base. As indicated before, advanced relocation payment policies may need to be in place to facilitate the relocation of some businesses, and the appropriation of interpretation services should be expected as well. Additionally, it is necessary for the agency to preemptively anticipate unique minority business challenges, such as change of neighborhood impacts, replacement site limitations, and usage constraints caused by local zoning and code restrictions. An agency can greatly assist a minority business by having an in-depth understanding of the unique commercial leasing factors in the area such as where similar business use is being implemented in the replacement area and where similar clientele bases reside throughout the region.

10. Other Relocation Factors

The administration of the relocation program should also incorporate advanced relocation planning coordination, as needed. For senior citizens and the disabled persons being displaced, an adjustment to new neighborhoods will require additional care during the relocation process and longer lead times due to health constraints, structural retrofitting, and other factors.

Certain population groups, such as senior citizens, low-income, and non-English-speaking residents, often have strong community ties and are dependent on primary social relationships and important support networks that can be severed upon relocation. To prepare for this, advanced relocation planning prior to meeting with potential displacees can be of great assistance. As an example, coordinating with multiple local assisted living facilities and investigating the financial components of these programs can provide more detailed relocation options for displacees that may not have this information readily available. Additionally, coordination with the local Section 8 Housing Authority representatives and researching the availability of vouchers for displacees may provide a suitable replacement option for displacees facing immediate financial hardship. Finally, creating

separate, dedicated teams for the implementation of the acquisition and relocation programs can allow for a more focused approach to the pressing relocation needs on the project.

B. Housing Impact

This project will not significantly affect the local housing stock for the community.

The total housing stock in the City of Bakersfield would not be adversely affected as a result of the project, as detailed in this section. Of the total 120,725 housing units identified in the 2010 U.S. Census in the city of Bakersfield, Alternative B (Preferred Alternative) will result in the removal of 310 residential units. This breaks down to 200 single-family residences (0.17 percent of the total single-family residences in Bakersfield) and 110 multi-family dwellings (0.09 percent of the total multi-family residences in Bakersfield). Hence, although the number of potential relocations is substantial, the total percentage of housing stock affected remains comparatively low (less than 0.3 percent).

C. Conclusion

Implementation of Alternative B (Preferred Alternative) will displace 310 residential units and 121 non-residential units. The main challenge of the relocation program of this project is the need to replace over 300 properties in a short timeframe.

The City of Bakersfield, through the Thomas Roads Improvement Program office, has engaged OPC to implement and manage the Centennial Corridor Project's right-of-way program. Two community meetings with right-of-way focus have been conducted – one on December 6, 2012, and one on June 11, 2014, to keep the affected property owners informed about the relocation claims process and benefits, as well as to provide the opportunity for the displacees to express their concern about the relocation issues.

To facilitate the right-of-way management team and project personnel responsible for negotiations with impacted property owners and tenants throughout the acquisition and relocation process, a local site office in Bakersfield has been established. The office has been furnished with an adequate number of full-time right-of-way staff that have the experience and technical knowledge to address acquisition and relocation issues on the project.

In addition, an early acquisition program has been started to allow the affected property owners to engage in the program early to resolve the challenge for the need to replace over 300 properties in a short period of time.

The implementation of these strategies will be instrumental in the successful relocation of the affected city's residents and business owners.

VI. References and Preparers

A. References

American Towns web site: <http://www.american towns.com/ca/bakersfield-information>, accessed December 2011.

Apartments for Rent web site: <http://www.forrent.com/>, accessed December 2011.

Bakersfield.com, Economy, web site:
<http://www.bakersfield.com/news/business/economy/x517034332/Landlords-get-creative-to-fill-empty-stores>, accessed December 2011.

Bakersfield Home Hunter web site: <http://bakersfieldhomehunter.com>, accessed January 2015.

Bakersfield Property Manager web site: <http://bakersfield-propertymanager.com>, accessed January 2015.

Best Buys of Bakersfield web site: <http://bestbuysofbakersfield.com>, accessed January 2015.

California Department of Transportation, Right of Way Manual, Chapter 17, Local Programs web site:
<http://www.dot.ca.gov/hq/row/rowman/manual>, accessed November 2011.

CB Richard Ellis web site: http://www.csub.edu/kej/documents/economic_rs ch/2010-07-16.pdf, accessed December 2011.

City of Bakersfield, Economic and Community Development web site:
<http://www.bakersfieldcity.us/edcd/demographics.html>, accessed January 2015.

Condos for Sale web site: <http://www.condo.com/>, accessed January 2015.

Craigslist web site: <http://bakersfield.craigslist.org/>, accessed January 2015.

Fannie Mae REO Homes for Sale web site: <http://www.homepath.com/>, accessed December 2011.

Fannie Mae web site: <http://www.fanniemae.com/portal/index.html>, accessed December 2011.

Forecast Chart web site: <http://forecastchart.com/prices-home-bakersfield.html>, accessed December 2011.

Hot pads web site: <http://www.hotpads.com>, accessed January 2015.

Hubzu web site: <http://hubzu.com>, accessed January 2015.

Kern Business Journal, October/November 2013, accessed January 2015.

Kern County Library web site: <http://www.kerncountylibrary.org/>, accessed November 2011.

Kern Valley Sun web site: www.kernvalleysun.com, accessed December 2011.

Loopnet web site: <http://www.loopnet.com/>, accessed December 2011 and January 2015.

Metropolitan Bakersfield General Plan Update, City of Bakersfield, April 2009.

Official Site of the National Association of Realtors, web site: <http://www.realtor.com/>, accessed December 2011.

Oodle web site: <http://www.oodle.com/>, accessed December 2011.

Real Quest web site: <http://www.realquest.com/jsp/rq.jsp?action=switch&page=main>, accessed December 2011.

Realtor web site: <http://www.realtor.com>, accessed January 2015.

State of California Employment Development Department web site:
<http://www.labormarketinfo.edd.ca.gov/Content.asp?pageid=1006>, accessed December 2011.

Templo Multiple Listings Service web site: <http://idp.socal.safemls.net/idp/>, accessed December 2011.

The Crabtree Report, Gary Crabtree, SRA. Preliminary Bakersfield Housing Market Characteristics for the Month of December 2014.

Trulia web site: <http://www.trulia.com>, accessed January 2015.

United States Census Bureau web site:
http://www.factfinder.census.gov/servlet/ACSSAFFacts?_event=Search&geo_id=&_geoContext=&_street=&_county=bakersfield&_cityTown=bakersfield&_state=04000US06&_zip=&_lang=en&_sse=on&pctxt=fph&pgsl=010, accessed December 2011.

United States Department of Labor, Bureau of Labor Statistics web site:
http://www.bls.gov/eag/eag.ca_bakersfield_msa.htm, accessed November 2011.

XPatulator web site: http://www.xpatulator.com/cost-of-living-review/USA-Bakersfield-CA_641.cfm, accessed December 2011.

Zillow web site: <http://www.zillow.com/>, accessed December 2011 and January 2015.

B. Persons Contacted

Martin Ortiz, Principal Planner, City of Bakersfield

C. Preparers

Overland, Pacific & Cutler, Inc.

Mark La Bonte, Principal/Vice President, SR/WA, B.A., Anthropology, 30 years of experience in right-of-way acquisition and relocation for residential and commercial projects.
Contribution: quality assurance/quality control.

Vicky Cook, Senior Project Manager, B.S., Hotel and Restaurant Management, 14 years of experience in right-of-way acquisition and relocation for residential and commercial projects. Contribution: quality assurance/quality control.

Elise McCollister, Senior Analyst, B.A., English, seven years of experience in environmental planning and four years of experience in right-of-way acquisition and relocation for residential and commercial projects. Contribution: primary author.

Alfredo Jacquez, Senior Analyst, 15 years of experience in right-of-way acquisition and relocation for residential and commercial projects; cost estimation and design coordination. Contribution: co-author.

Chris La Bonte, Project Manager, B.A., Ancient Languages, 12 years of experience in right-of-way acquisition, cost estimation and design coordination. Contribution: co-author.

Mia Garcia, Senior Analyst, B.S., Computer Science, five years of experience in technical writing and four years of experience in right-of-way acquisition and relocation for residential and commercial projects. Contribution: editing.

Hutch Goodman, Project Manager, 15 years of experience drafting environmental and program management documents. Contribution: quality assurance/quality control (as of October 2013, no longer with OPC).

Parsons

Anne Kochaon, Senior Project Manager, QEP, M.S., Environmental Engineering, 30 years of experience in environmental planning and impact analysis. Contribution: Directing the Final Relocation Impact Report preparation.

Gregory King, Environmental Manager, M.A., Public Historical Studies, 34 years of experience in environmental analysis. Contribution: peer review and quality assurance/quality control.

Stephanie Blanco, AICP, MPA Senior Environmental Planner, 14 years of experience in environmental analysis and document preparation.

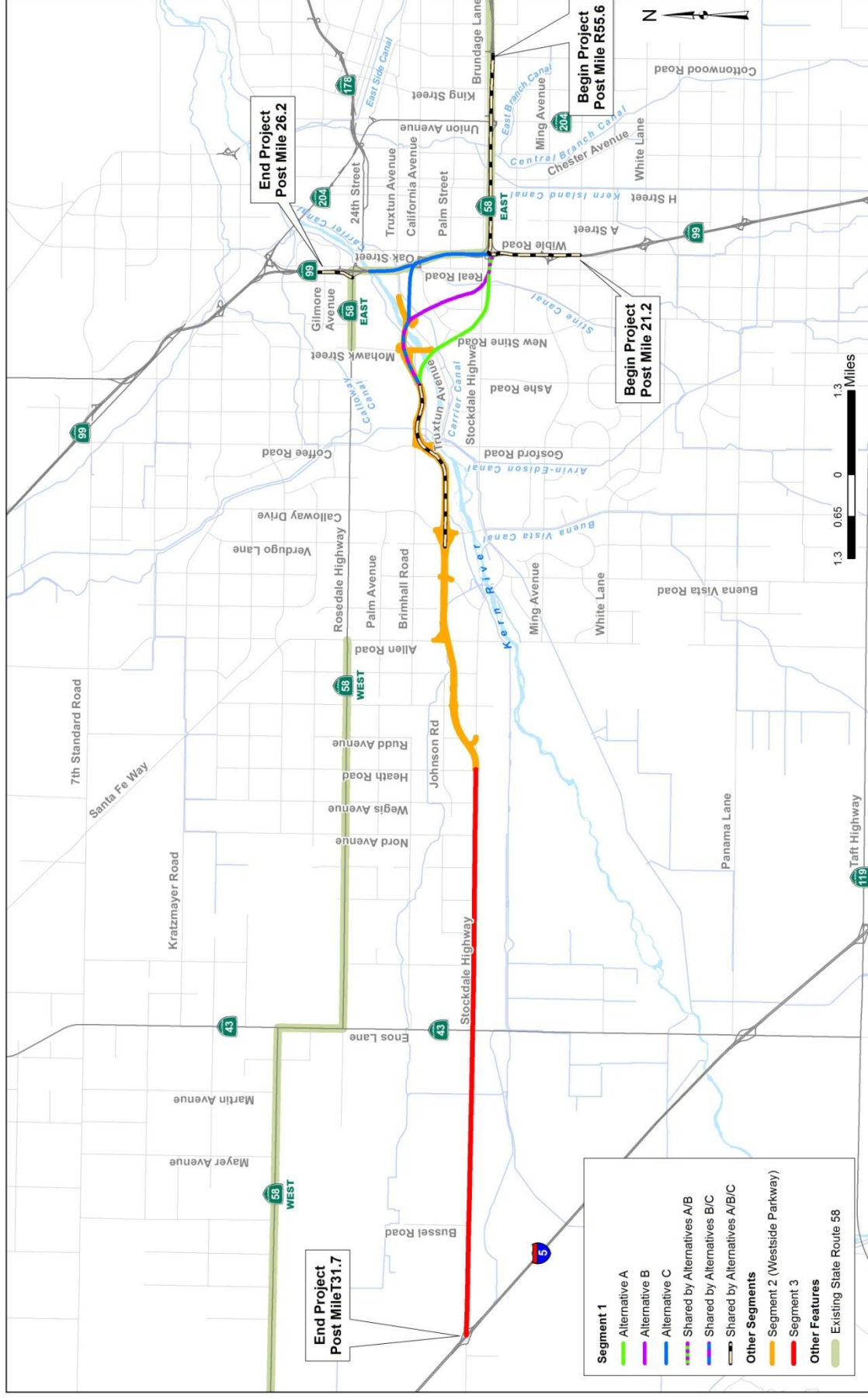
Glen Parker, Project Engineer, P.E., B.S., Civil Engineering, 17 years of experience in civil engineering. Contribution: right-of-way mapping and design coordination.

Leslie Provenzano, Environmental Planner, M.Pl., Urban Planning, six years of experience in planning. Contribution: Partial preparation of the Final Relocation Impact Report.

Daniel Wagner, Engineer II, P.E., B.S., Civil Engineering, 13 years of experience in civil engineering. Contribution: right-of-way mapping and design coordination.

Appendix A – Project Map

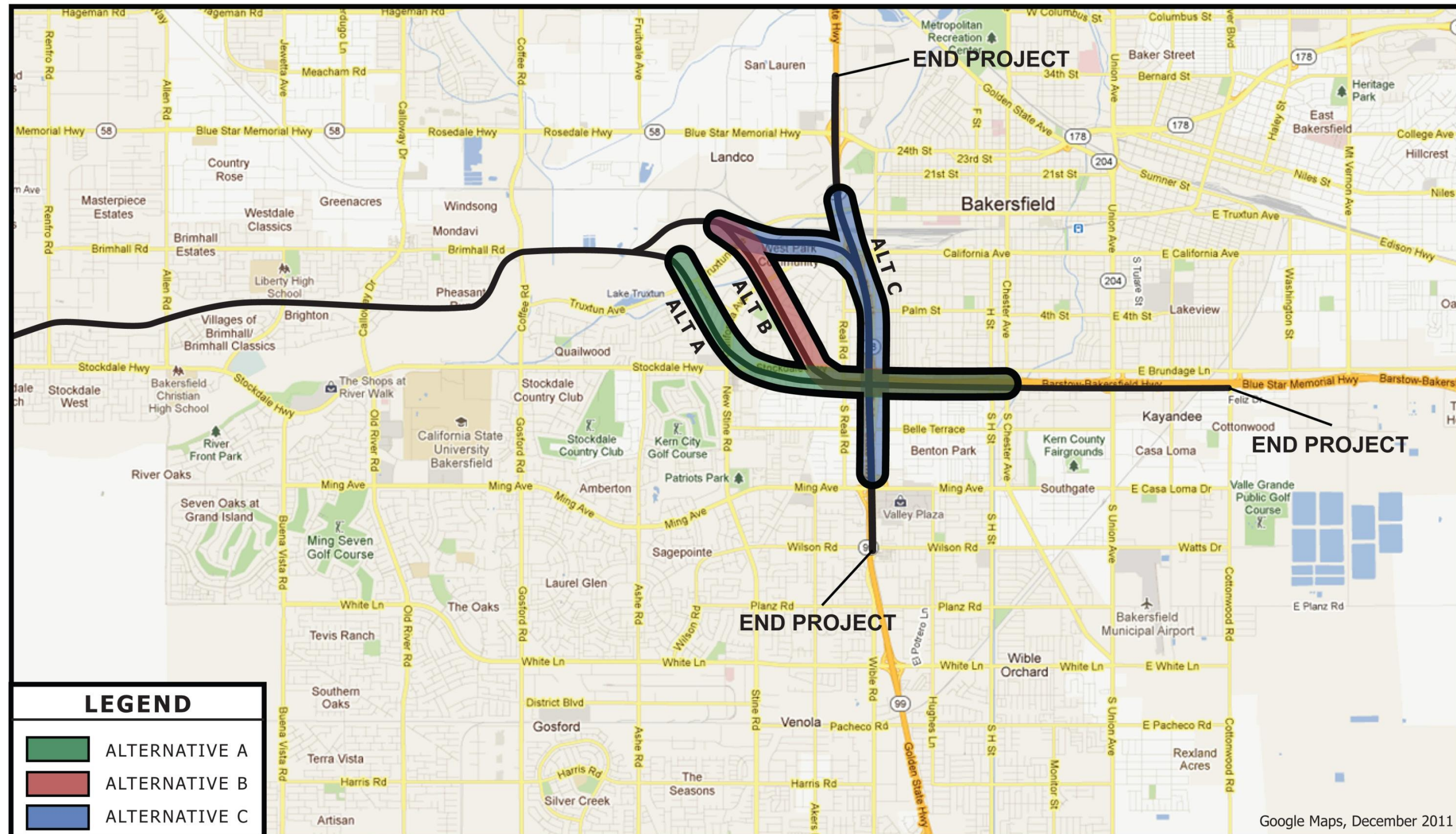
Appendix A – Project Map



Appendix B – Displacement Area Map

Centennial Corridor Project

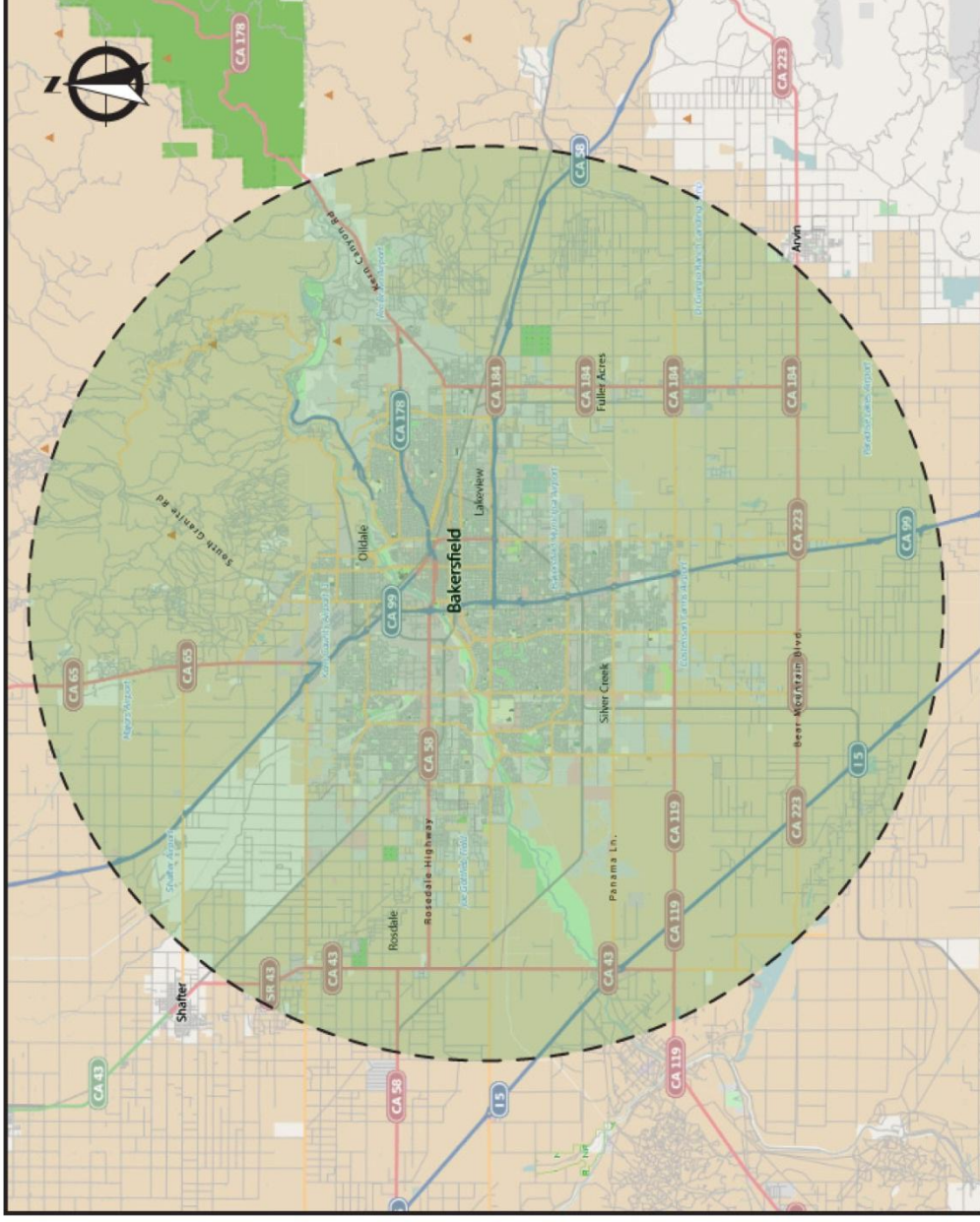
Displacement Area



Appendix C – Replacement Area Map

Centennial Corridor Project

Replacement Area Map



*Source: ESRI, May 2012

*Alignment depictions are estimates and are not to be relied upon. This exhibit is for project reference purposes only.

*Not to scale.

Appendix D – Multi-Family Rentals

*Source data for Appendix D came from the Hot Pads web site www.hotpads.com, January 2015; Craig's List web site, www.craigslist.org, January 2015; Zillow web site, www.zillow.com, January 2015; Trulia web site, www.trulia.com, January 2015; and Bakersfield Property Manager web site, www.bakersfield-propertymanager.com, January 2015.

Appendix D – Multi-Family Rentals

| Multi-Family Rentals – January 2015 | | | | | | | |
|-------------------------------------|------------------------------|-------------|--------|------|-------|-------|---------------|
| No | Address | City | Sq.Ft. | Beds | Baths | Rent | Property Type |
| 1 | 1511 Orange Drive | Bakersfield | 290 | 0 | 1 | \$450 | Studio |
| 2 | 2208 Lake Street, Unit C | Bakersfield | 532 | 1 | 1 | \$475 | Condo |
| 3 | 315 Beardsley, Unit F | Bakersfield | 532 | 1 | 1 | \$475 | Apartment |
| 4 | 120 El Tejon | Bakersfield | N/A | 1 | 1 | \$495 | Fourplex |
| 5 | 1314 M Street | Bakersfield | 500 | 1 | 1 | \$495 | Duplex |
| 6 | 2003 Lester Street | Bakersfield | N/A | 0 | 1 | \$500 | Studio |
| 7 | 502 Beardsley Avenue, Unit H | Bakersfield | 700 | 1 | 1 | \$500 | Apartment |
| 8 | 1015 O Street | Bakersfield | 575 | 1 | 1 | \$525 | Apartment |
| 9 | 1810 Dracena Street, Unit A | Bakersfield | 614 | 1 | 1 | \$525 | Condo |
| 10 | 810 31st Street, Unit A | Bakersfield | 720 | 1 | 1 | \$525 | Apartment |
| 11 | 2003 Lester Street | Bakersfield | 600 | 1 | 1 | \$535 | Apartment |
| 12 | 8913 Lanora Studio | Bakersfield | 400 | 0 | 0.5 | \$550 | Studio |
| 13 | 2006 1/2 S I Street | Bakersfield | 400 | 0 | 1 | \$550 | Studio |
| 14 | 1806 Verde Street, Unit A | Bakersfield | 400 | 1 | 1 | \$550 | Apartment |
| 15 | 31 Ohio Drive | Bakersfield | N/A | 1 | 1 | \$550 | Duplex |
| 16 | 1130 Flower Street, Unit A | Bakersfield | 715 | 2 | 1 | \$550 | Apartment |
| 17 | 216 Colin B Kelly Drive | Bakersfield | 600 | 1 | 1 | \$565 | Apartment |
| 18 | 204 Williamson Way | Bakersfield | N/A | 0 | 1 | \$575 | Studio |
| 19 | 121 Real Road | Bakersfield | N/A | 1 | 1 | \$595 | Apartment |
| 20 | 3837 Soranno Avenue | Bakersfield | 700 | 2 | 1 | \$595 | Apartment |
| 21 | 3100 16th Street, Unit C | Bakersfield | N/A | 1 | 1 | \$600 | Apartment |
| 22 | 301 Cooley Drive, Unit A | Bakersfield | 675 | 2 | 1 | \$600 | Apartment |
| 23 | 1330 Kentucky Street, Unit B | Bakersfield | 710 | 2 | 1 | \$600 | Apartment |
| 24 | 710 Brundage Lane | Bakersfield | 750 | 2 | 1 | \$611 | Apartment |
| 25 | 1401 McDonald Way, #17W | Bakersfield | 523 | 1 | 1 | \$625 | Apartment |
| 26 | 2028 F Street, Unit A | Bakersfield | N/A | 1 | 1 | \$625 | Apartment |
| 27 | 1401 14th Street | Bakersfield | N/A | 1 | 1 | \$625 | Apartment |
| 28 | 1015 O Street | Bakersfield | 700 | 2 | 1 | \$625 | Apartment |
| 29 | 202 Eye Street | Bakersfield | 860 | 2 | 1 | \$625 | Apartment |
| 30 | 808 Pershing Street, Unit A | Bakersfield | 705 | 2 | 1 | \$625 | Apartment |
| 31 | 1215 Niles Street, Unit D | Bakersfield | N/A | 2 | 1 | \$625 | Apartment |
| 32 | 925 S. H Street | Bakersfield | N/A | 1 | 1 | \$650 | Apartment |
| 33 | 2610 Niles Street, Unit A | Bakersfield | N/A | 1 | 1 | \$650 | Apartment |
| 34 | 1802 Cherry Street - 1802-1 | Bakersfield | 625 | 2 | 1 | \$650 | Apartment |
| 35 | 3824 Soranno Avenue, Unit D | Bakersfield | 960 | 2 | 1 | \$650 | Townhouse |
| 36 | 1022 Oswell Street, Unit B | Bakersfield | N/A | 2 | 1 | \$650 | Apartment |
| 37 | 1620 Lincoln Street, Unit B | Bakersfield | N/A | 2 | 1 | \$650 | Apartment |
| 38 | 2220 S Real Road | Bakersfield | N/A | 1 | 1 | \$655 | Apartment |
| 39 | 4419 Belle Terrace | Bakersfield | 530 | 1 | 1 | \$665 | Apartment |
| 40 | 501 Lansing Drive | Bakersfield | N/A | 1 | 1 | \$675 | Apartment |
| 41 | 904 Valhalla Drive | Bakersfield | N/A | 2 | 1 | \$675 | Apartment |

Appendix D – Multi-Family Rentals

| Multi-Family Rentals – January 2015 | | | | | | | |
|-------------------------------------|-----------------------------------|-------------|--------|------|-------|-------|---------------|
| No | Address | City | Sq.Ft. | Beds | Baths | Rent | Property Type |
| 42 | 820 Pacheco Road | Bakersfield | 860 | 2 | 1.5 | \$675 | Apartment |
| 43 | 924 C Street | Bakersfield | N/A | 2 | 1.5 | \$675 | Apartment |
| 44 | 4508 Planz Road, Unit D | Bakersfield | 962 | 2 | 1 | \$695 | Apartment |
| 45 | 1838 Monterey Avenue, Unit A | Bakersfield | 850 | 2 | 1 | \$695 | Condo |
| 46 | 908 Curtis Drive | Bakersfield | 924 | 3 | 1.5 | \$695 | Mobile Home |
| 47 | 630 A Street | Bakersfield | 700 | 2 | 1 | \$700 | Apartment |
| 48 | 3849 Soranno Avenue, Unit A | Bakersfield | N/A | 2 | 1 | \$700 | Apartment |
| 49 | 1015 L Street #1019 | Bakersfield | 860 | 2 | 1 | \$700 | Apartment |
| 50 | 3017 Potomac Street | Bakersfield | 746 | 3 | 1 | \$700 | Apartment |
| 51 | 710 Brundage Lane | Bakersfield | 1025 | 3 | 1 | \$706 | Apartment |
| 52 | 3101 Coventry Drive, #132, #138 | Bakersfield | 945 | 2 | 1 | \$708 | Apartment |
| 53 | 800 New Stine Road, #8 | Bakersfield | 610 | 1 | 1 | \$725 | Apartment |
| 54 | 500 17th Street | Bakersfield | 850 | 2 | 1 | \$725 | Apartment |
| 55 | 1401 McDonald Way, #5, #11E, #13W | Bakersfield | 665 | 2 | 1 | \$725 | Apartment |
| 56 | 520 28th Street, Unit A | Bakersfield | 750 | 2 | 1 | \$725 | Apartment |
| 57 | 800 New Stine Road, #63 | Bakersfield | 676 | 1 | 1 | \$740 | Apartment |
| 58 | 800 New Stine Road, #17 | Bakersfield | 676 | 1 | 1 | \$745 | Apartment |
| 59 | 2004 Bank Street | Bakersfield | N/A | 2 | 1 | \$745 | Condo |
| 60 | 5051 Ming Avenue, #4 | Bakersfield | 750 | 1 | 1 | \$750 | Apartment |
| 61 | 3321 Chester Lane B | Bakersfield | N/A | 2 | 1.5 | \$750 | Townhouse |
| 62 | 2114 Brundage Lane | Bakersfield | 845 | 2 | 1 | \$750 | Apartment |
| 63 | 4116 Parker Avenue, Unit D | Bakersfield | N/A | 2 | 1 | \$750 | Condo |
| 64 | 3740 White Lane, Unit D | Bakersfield | N/A | 2 | 1.5 | \$750 | Townhouse |
| 65 | 1951 Golden State Avenue | Bakersfield | 817 | 2 | 1 | \$750 | Apartment |
| 66 | 4269 Columbus Street | Bakersfield | 750 | 2 | 1 | \$750 | Apartment |
| 67 | 314 Locust Street, Unit E | Bakersfield | 850 | 2 | 1 | \$750 | Apartment |
| 68 | 800 New Stine Road, #39 | Bakersfield | 676 | 1 | 1 | \$755 | Apartment |
| 69 | 3501 Grassotti Court | Bakersfield | 850 | 2 | 1.5 | \$770 | Townhouse |
| 70 | 4201 California Ave | Bakersfield | 900 | 1 | 1 | \$775 | Apartment |
| 71 | 217 Hughes Lane | Bakersfield | N/A | 2 | 1 | \$775 | Condo |
| 72 | 1968 Stine Road | Bakersfield | N/A | 2 | 2 | \$775 | Townhouse |
| 73 | 617 Union Avenue | Bakersfield | 1224 | 3 | 1 | \$775 | Apartment |
| 74 | 125 Real Road | Bakersfield | N/A | 2 | 1 | \$795 | Apartment |
| 75 | 2220 S Real Road | Bakersfield | N/A | 2 | 1 | \$795 | Apartment |
| 76 | 2309 Westholme Boulevard | Bakersfield | 1000 | 2 | 1.5 | \$800 | Townhouse |
| 77 | 360 So Montclair | Bakersfield | 825 | 2 | 1.5 | \$825 | Apartment |
| 78 | 222 S H Street | Bakersfield | N/A | 2 | 1 | \$825 | Condo |
| 79 | 4720 Buckley Way, #12 | Bakersfield | N/A | 2 | 1 | \$850 | Apartment |
| 80 | 5093 Easton Drive | Bakersfield | N/A | 2 | 2 | \$850 | Apartment |
| 81 | 4801 Appleblossom, Unit B | Bakersfield | 1,000 | 3 | 1 | \$850 | Apartment |
| 82 | 3308 Loyaltan Avenue, Unit A | Bakersfield | N/A | 3 | 2 | \$850 | Apartment |

Appendix D – Multi-Family Rentals

| Multi-Family Rentals – January 2015 | | | | | | | |
|-------------------------------------|-------------------------------|-------------|--------|------|-------|---------|---------------|
| No | Address | City | Sq.Ft. | Beds | Baths | Rent | Property Type |
| 83 | 2114 Brundage Lane | Bakersfield | 1000 | 3 | 2 | \$875 | Apartment |
| 84 | 1217 Grace Street | Bakersfield | 884 | 3 | 1 | \$875 | Townhouse |
| 85 | 1008 Valhalla Drive, Unit A | Bakersfield | N/A | 3 | 1.5 | \$895 | Apartment |
| 86 | 913 Nimrod Court #A | Bakersfield | 1000 | 2 | 2 | \$900 | Apartment |
| 87 | 609 Taylor Street #20 | Bakersfield | 893 | 2 | 1.5 | \$900 | Apartment |
| 88 | 609 Taylor Street #20 | Bakersfield | 893 | 2 | 1.5 | \$900 | Apartment |
| 89 | 3300 McCourry Street | Bakersfield | N/A | 3 | 1 | \$900 | Condo |
| 90 | 5401 Dunsmuir Road, #19 | Bakersfield | 1080 | 2 | 2 | \$925 | Condo |
| 91 | 3600 O Street, #7 | Bakersfield | 1243 | 2 | 2.5 | \$925 | Apartment |
| 92 | 510 Real Road, #22 | Bakersfield | 1145 | 3 | 2.5 | \$925 | Condo |
| 93 | 700 New Stine Road | Bakersfield | 1537 | 2 | 2.5 | \$945 | Apartment |
| 94 | 5051 Ming Avenue, #21 | Bakersfield | 950 | 2 | 1 | \$950 | Apartment |
| 95 | 5051 Ming Avenue, #50 | Bakersfield | 950 | 2 | 1 | \$950 | Apartment |
| 96 | 5051 Ming Avenue, #52 | Bakersfield | 950 | 2 | 1 | \$950 | Apartment |
| 97 | 5024 Easton Drive | Bakersfield | 1100 | 2 | 2 | \$950 | Apartment |
| 98 | 105 Real Road | Bakersfield | N/A | 3 | 1.5 | \$950 | Townhouse |
| 99 | 4609 Country Place Ln, Unit A | Bakersfield | N/A | 3 | 2.5 | \$950 | Townhouse |
| 100 | 930 Olive Drive, #58 | Bakersfield | 1276 | 3 | 3 | \$975 | Duplex |
| 101 | 1041 Mira Loma Drive | Bakersfield | N/A | 3 | 2 | \$995 | Condo |
| 102 | 4830 Taurus Court | Bakersfield | N/A | 3 | 2.5 | \$1,000 | Condo |
| 103 | 3600 Ashe Road, #10 | Bakersfield | 1398 | 3 | 1.5 | \$1,000 | Apartment |
| 104 | 2012 Courtleigh Drive, Unit C | Bakersfield | 1047 | 2 | 1.5 | \$1,025 | Apartment |
| 105 | 8101 Camino Media, #237 | Bakersfield | 697 | 1 | 1 | \$1,050 | Apartment |
| 106 | 5051 Ming Avenue, #54 | Bakersfield | 1100 | 3 | 2 | \$1,100 | Apartment |
| 107 | 8201 Camino Media, #46 | Bakersfield | 957 | 2 | 2 | \$1,135 | Apartment |
| 108 | 7601 Olympia Drive, Unit A | Bakersfield | 1225 | 2 | 2 | \$1,150 | Apartment |
| 109 | 2325 Verde Street | Bakersfield | 1200 | 3 | 2 | \$1,150 | Condo |
| 110 | 6305 S Halfmoon Drive, Unit A | Bakersfield | 1500 | 3 | 2 | \$1,185 | Condo |
| 111 | 708 Quailridge Road, Unit D | Bakersfield | 1200 | 3 | 2 | \$1,200 | Townhouse |
| 112 | 901 Mohawk Street, #55 | Bakersfield | 1278 | 2 | 2.5 | \$1,250 | Apartment |
| 113 | 205 Curran Street | Bakersfield | 1500 | 3 | 2 | \$1,250 | Condo |
| 114 | 3318 California Avenue | Bakersfield | N/A | 1 | 1 | \$1,260 | Studio |
| 115 | 8108 Birch Street | Bakersfield | 1989 | 4 | 3 | \$1,400 | Condo |
| 116 | 6212 Quaking Aspen Street | Bakersfield | 1890 | 3 | 2 | \$1,475 | Condo |
| 117 | 2913 Dell Avenue | Bakersfield | 1,682 | 4 | 2 | \$1,475 | Condo |
| 118 | 2612 Hempstead Lane | Bakersfield | 1826 | 4 | 2 | \$1,550 | Condo |

Appendix E – Single-Family Rentals

* Source data for Appendix E came from the Hot Pads web site www.hotpads.com, January 2015; Craig's List web site, www.craigslist.org, January 2015; Zillow web site, www.zillow.com, January 2015; Trulia web site, www.trulia.com, January 2015; and Bakersfield Property Manager web site, www.bakersfield-propertymanager.com, January 2015.

| Single-Family Rental Units – January 2015 | | | | | | | |
|---|-----------------------------|-------------|--------|----------|-------|---------|---------------|
| No | Address | City | Sq.Ft. | Bedrooms | Baths | Rent | Property Type |
| 1 | 1317 1/2 Wilson Avenue | Bakersfield | 864 | 1 | 1 | \$550 | SFR |
| 2 | 2501 Lake Street | Bakersfield | 864 | 1 | 1 | \$550 | SFR |
| 3 | 1106 O Street | Bakersfield | 750 | 2 | 1 | \$575 | SFR |
| 4 | 6 N Mcdonald Way | Bakersfield | 600 | 2 | 1 | \$625 | SFR |
| 5 | 1509 Terrace Way | Bakersfield | 2,072 | 1 | 1 | \$640 | SFR |
| 6 | 2529 Chester Lane | Bakersfield | 675 | 1 | 1 | \$695 | SFR |
| 7 | 212 El Tejon Avenue | Bakersfield | 1,764 | 2 | 1 | \$695 | SFR |
| 8 | 2102 - 23rd Street | Bakersfield | 1,056 | 1 | 1 | \$700 | SFR |
| 9 | 317 So H Street | Bakersfield | N/A | 2 | 1 | \$700 | SFR |
| 10 | 301 Cooley Drive | Bakersfield | 900 | 2 | 1 | \$700 | SFR |
| 11 | 2526 Niles Street | Bakersfield | 2,324 | 3 | 1 | \$700 | SFR |
| 12 | 110-a Fishing | Bakersfield | 850 | 1 | 1 | \$750 | SFR |
| 13 | 1205 Texas Street | Bakersfield | 1,118 | 3 | 1 | \$775 | SFR |
| 14 | 905 El Toro Drive | Bakersfield | 720 | 2 | 1 | \$795 | SFR |
| 15 | 1511a Terrace Way | Bakersfield | N/A | 2 | 1 | \$850 | SFR |
| 16 | 4308 Vern Street | Bakersfield | 1,039 | 3 | 1 | \$875 | SFR |
| 17 | 610 Ray Street | Bakersfield | 1,171 | 2 | 1 | \$895 | SFR |
| 18 | 220 T Street | Bakersfield | 1040 | 3 | 1 | \$900 | SFR |
| 19 | 4708 Pioneer Drive | Bakersfield | 997 | 3 | 2 | \$900 | SFR |
| 20 | 126 Ross Street | Bakersfield | 1,040 | 3 | 1 | \$900 | SFR |
| 21 | 3900 Cypress Glen Boulevard | Bakersfield | 960 | 2 | 1 | \$950 | SFR |
| 22 | 4525 Milo Avenue | Bakersfield | 1,031 | 2 | 1.5 | \$950 | SFR |
| 23 | 3609 Granada Avenue | Bakersfield | 1,052 | 3 | 1 | \$950 | SFR |
| 24 | 2605 Buddy Drive | Bakersfield | 693 | 3 | 2 | \$950 | SFR |
| 25 | 1912 Ming Avenue | Bakersfield | 1,605 | 4 | 2 | \$950 | SFR |
| 26 | 1224 El Tejon Avenue | Bakersfield | 1,948 | 2 | 1 | \$995 | SFR |
| 27 | 3109 Sunset Avenue | Bakersfield | 1,039 | 3 | 1 | \$995 | SFR |
| 28 | 2655 Victoria Drive | Bakersfield | 908 | 3 | 1 | \$995 | SFR |
| 29 | 9 Griffiths Street | Bakersfield | 1,072 | 3 | 1 | \$995 | SFR |
| 30 | 2621 Truxtun Avenue | Bakersfield | 1,142 | 2 | 1 | \$1,000 | SFR |
| 31 | 410 Minner Avenue | Bakersfield | 960 | 3 | 2 | \$1,000 | SFR |
| 32 | 2206 Ellen Way | Bakersfield | 1,040 | 3 | 1 | \$1,000 | SFR |
| 33 | 216 N Stine Road | Bakersfield | 1,622 | 3 | 2 | \$1,000 | SFR |
| 34 | 617 Vine Drive | Bakersfield | 1,200 | 3 | 2 | \$1,000 | SFR |
| 35 | 1408 Adena Street | Bakersfield | 1,034 | 3 | 1 | \$1,000 | SFR |
| 36 | 401 11th Street | Bakersfield | 1,467 | 2 | 2 | \$1,025 | SFR |
| 37 | 704 La Puente Drive | Bakersfield | 1,048 | 2 | 2 | \$1,025 | SFR |
| 38 | 406 10th Street | Bakersfield | 1,429 | 3 | 2 | \$1,025 | SFR |
| 39 | 5515 Milagro Drive | Bakersfield | 1052 | 2 | 1 | \$1,050 | SFR |
| 40 | 2101 Fairfax Road | Bakersfield | 1,184 | 3 | 1.5 | \$1,050 | SFR |
| 41 | 1416 El Toro Drive | Bakersfield | 1,206 | 3 | 2 | \$1,050 | SFR |

| Single-Family Rental Units – January 2015 | | | | | | | |
|---|---------------------------|-------------|--------|----------|-------|---------|---------------|
| No | Address | City | Sq.Ft. | Bedrooms | Baths | Rent | Property Type |
| 42 | 4406 Valpariso Way | Bakersfield | 1,213 | 3 | 2 | \$1,050 | SFR |
| 43 | 30 Del Playa Drive | Bakersfield | 1,213 | 3 | 2 | \$1,050 | SFR |
| 44 | 1802 Shamrock Way | Bakersfield | 1,066 | 3 | 1 | \$1,050 | SFR |
| 45 | 831 T Street | Bakersfield | 1,524 | 3 | 2 | \$1,095 | SFR |
| 46 | 1517 Camino Sierra | Bakersfield | 1,456 | 3 | 1.5 | \$1,095 | SFR |
| 47 | 913 Vallejo Drive | Bakersfield | 1,130 | 2 | 1 | \$1,100 | SFR |
| 48 | 4316 Deacon Avenue | Bakersfield | 1,032 | 3 | 1 | \$1,100 | SFR |
| 49 | 3009 Cedarwood Drive | Bakersfield | 1,044 | 3 | 1.75 | \$1,100 | SFR |
| 50 | 2817 Agate Avenue | Bakersfield | 1,204 | 3 | 1 | \$1,100 | SFR |
| 51 | 6212 Beau Monde Court | Bakersfield | 1,264 | 3 | 2 | \$1,100 | SFR |
| 52 | 1312 Chatteahoochee Lane | Bakersfield | 1,226 | 3 | 2 | \$1,130 | SFR |
| 53 | 109 Cypress Street | Bakersfield | 1,040 | 3 | 1 | \$1,150 | SFR |
| 54 | 1519 Berkshire Road | Bakersfield | 1,029 | 3 | 2 | \$1,150 | SFR |
| 55 | 4620 Kaiser Peak Court | Bakersfield | N/A | 3 | 2 | \$1,195 | SFR |
| 56 | 4809 Peacock Court | Bakersfield | 1,421 | 3 | 2 | \$1,195 | SFR |
| 57 | 3101 Park Way | Bakersfield | 956 | 2 | 1 | \$1,200 | SFR |
| 58 | 609 Myrtle Street | Bakersfield | 1,216 | 3 | 1 | \$1,200 | SFR |
| 59 | 810 Houchin Road | Bakersfield | 1,128 | 3 | 2 | \$1,200 | SFR |
| 60 | 2700 Dake Street | Bakersfield | 1,279 | 3 | 2 | \$1,200 | SFR |
| 61 | 2612 Westminster Drive | Bakersfield | 1,232 | 3 | 2 | \$1,200 | SFR |
| 62 | 811 Richmond Street | Bakersfield | 999 | 3 | 1 | \$1,200 | SFR |
| 63 | 5206 Tyner Lane | Bakersfield | 1,608 | 3 | 2 | \$1,200 | SFR |
| 64 | 1013 Eubanks Avenue | Bakersfield | 1,376 | 3 | 2.5 | \$1,200 | SFR |
| 65 | 3107 Stoney Peak Lane | Bakersfield | 1,325 | 3 | 2 | \$1,200 | SFR |
| 66 | 810 Caylor Street | Bakersfield | 1,200 | 4 | 2 | \$1,200 | SFR |
| 67 | 2905 5th Street | Bakersfield | 1,591 | 4 | 2 | \$1,200 | SFR |
| 68 | 4008 Wood Lane | Bakersfield | 1,250 | 3 | 2 | \$1,250 | SFR |
| 69 | 3125 Jade Avenue | Bakersfield | 1,200 | 3 | 2 | \$1,250 | SFR |
| 70 | 2013 Scenic View Drive | Bakersfield | 1,782 | 3 | 2.5 | \$1,250 | SFR |
| 71 | 1309 Telegraph Avenue | Bakersfield | 1,203 | 3 | 2 | \$1,250 | SFR |
| 72 | 5307 Tierra Abierta Drive | Bakersfield | 1,577 | 4 | 2 | \$1,250 | SFR |
| 73 | 4403 Noella Road | Bakersfield | 1,153 | 4 | 2 | \$1,250 | SFR |
| 74 | 3803 Windflower Avenue | Bakersfield | 1,390 | 3 | 2 | \$1,295 | SFR |
| 75 | 8012 Cold Springs Court | Bakersfield | 1,371 | 3 | 2.5 | \$1,295 | SFR |
| 76 | 7110 Silver Spray Avenue | Bakersfield | 1,295 | 3 | 2 | \$1,295 | SFR |
| 77 | 843 Sunset Meadow Lane | Bakersfield | 1,163 | 3 | 2 | \$1,300 | SFR |
| 78 | 4622 Goal Point Street | Bakersfield | 1,273 | 3 | 2 | \$1,300 | SFR |
| 79 | 416 Cockney Court | Bakersfield | 1,586 | 3 | 2 | \$1,300 | SFR |
| 80 | 1212 White Lane | Bakersfield | 1,291 | 3 | 2 | \$1,300 | SFR |
| 81 | 8604 Egan Way | Bakersfield | 1,411 | 3 | 1.75 | \$1,300 | SFR |
| 82 | 3118 Tanforan Street | Bakersfield | 1,435 | 3 | 2 | \$1,300 | SFR |

| Single-Family Rental Units – January 2015 | | | | | | | |
|---|----------------------------|-------------|--------|----------|-------|---------|---------------|
| No | Address | City | Sq.Ft. | Bedrooms | Baths | Rent | Property Type |
| 83 | 5012 Dolfield Avenue | Bakersfield | 1,612 | 3 | 2 | \$1,300 | SFR |
| 84 | 4304 Mattnick Drive | Bakersfield | 1,319 | 3 | 2 | \$1,300 | SFR |
| 85 | 5300 Plute Pass Street | Bakersfield | 1,498 | 4 | 2 | \$1,300 | SFR |
| 86 | 286 Deep Creek Drive | Bakersfield | 1,468 | 3 | 2 | \$1,325 | SFR |
| 87 | 521 Shady Meadow Court | Bakersfield | 1,908 | 3 | 2 | \$1,350 | SFR |
| 88 | 6011 Pine Canyon Drive | Bakersfield | 1,546 | 3 | 2 | \$1,350 | SFR |
| 89 | 9328 Carvalho Court | Bakersfield | 1,515 | 3 | 2 | \$1,375 | SFR |
| 90 | 9608 Orchard Grass Court | Bakersfield | 1,833 | 3 | 2 | \$1,395 | SFR |
| 91 | 12201 Maclure Drive | Bakersfield | 1,467 | 3 | 2 | \$1,395 | SFR |
| 92 | 2918 Christmas Tree Lane | Bakersfield | 1,851 | 4 | 2 | \$1,395 | SFR |
| 93 | 5016 Yellow Rose Court | Bakersfield | 1,988 | 4 | 2 | \$1,395 | SFR |
| 94 | 312 Calderwood Lane | Bakersfield | 1,474 | 4 | 2 | \$1,395 | SFR |
| 95 | 6801 Olympia Drive | Bakersfield | 1,800 | 3 | 2 | \$1,400 | SFR |
| 96 | 5032 Casa Bonita Drive | Bakersfield | 1,609 | 3 | 2 | \$1,400 | SFR |
| 97 | 10208 Atakapa | Bakersfield | 1,552 | 3 | 2 | \$1,450 | SFR |
| 98 | 2800 Crescent Ridge Street | Bakersfield | 1,450 | 3 | 2 | \$1,450 | SFR |
| 99 | 6610 Great Bear Street | Bakersfield | 2,005 | 3 | 2 | \$1,450 | SFR |
| 100 | 14 Montrose Street | Bakersfield | 1,418 | 3 | 2 | \$1,450 | SFR |
| 101 | 9126 Jenna Kathryn | Bakersfield | 1,782 | 4 | 2 | \$1,450 | SFR |
| 102 | 1515 Frishmoss Court | Bakersfield | 1,496 | 3 | 2 | \$1,495 | SFR |
| 103 | 3309 Sunny Oak Court | Bakersfield | 1,743 | 3 | 2 | \$1,495 | SFR |
| 104 | 3213 Akers Road | Bakersfield | 1,945 | 3 | 2 | \$1,500 | SFR |
| 105 | 6808 Segura Way | Bakersfield | 1,869 | 4 | 2 | \$1,500 | SFR |
| 106 | 9807 Pavilion Drive | Bakersfield | 2,212 | 4 | 2 | \$1,500 | SFR |
| 107 | 9105 Fragrant Cloud Drive | Bakersfield | 1,785 | 4 | 2 | \$1,600 | SFR |
| 108 | 10405 Walnut Creek Court | Bakersfield | 2,066 | 4 | 2 | \$1,650 | SFR |
| 109 | 11703 Holabird Avenue | Bakersfield | 1,968 | 4 | 2 | \$1,650 | SFR |
| 110 | 2204 Emerson Street | Bakersfield | 2,543 | 3 | 2.5 | \$1,700 | SFR |
| 111 | 8213 Normanton Drive | Bakersfield | 1,850 | 3 | 2 | \$1,700 | SFR |
| 112 | 5406 Sea Spray Court | Bakersfield | 2,016 | 4 | 2 | \$1,700 | SFR |
| 113 | 11315 Dawson Falls Avenue | Bakersfield | 2,043 | 4 | 2 | \$1,749 | SFR |
| 114 | 11115 Cactus Valley Drive | Bakersfield | 2,956 | 5 | 2.5 | \$1,750 | SFR |
| 115 | 11009 Villa Hermosa Drive | Bakersfield | 1,795 | 4 | 2 | \$1,795 | SFR |
| 116 | 11716 Reagan Road | Bakersfield | 2,664 | 4 | 2.5 | \$1,800 | SFR |
| 117 | 10720 Desert View Place | Bakersfield | 3,095 | 5 | 3 | \$1,900 | SFR |
| 118 | 8613 Spanish Bay Drive | Bakersfield | 1,950 | 4 | 2 | \$1,950 | SFR |
| 119 | 6713 Pinedale Court | Bakersfield | 2,360 | 4 | 2 | \$1,995 | SFR |
| 120 | 10303 Dorchester Street | Bakersfield | 1,999 | 3 | 2 | \$2,295 | SFR |
| 121 | 10804 Haworth Lane | Bakersfield | 3,305 | 4 | 4 | \$2,900 | SFR |

Appendix F – Section 8 Rentals

*Source data for Appendix F came from the Hot Pads web site www.hotpads.com, January 2015; Craig's List web site, www.craigslist.org, January 2015; Zillow web site, www.zillow.com, January 2015; Trulia web site, www.trulia.com, January 2015; and Section 8 Resources web site, www.gosection8.com, January 2015.

| Section 8 Rental Units – January 2015 | | | | | | | |
|---------------------------------------|------------------------------|-------------|--------|------|-------|---------|---------------|
| No | Address | City | Sq.Ft. | Beds | Baths | Rent | Property Type |
| 1 | 502 Beardsley Avenue, Unit H | Bakersfield | 700 | 1 | 1 | \$500 | Apartment |
| 2 | 716 Espee Street | Bakersfield | N/A | 0 | 1 | \$525 | Studio |
| 3 | 810 31st Street, Unit A | Bakersfield | 720 | 1 | 1 | \$525 | Apartment |
| 4 | 1720 Oregon Street | Bakersfield | N/A | 1 | 1 | \$550 | Apartment |
| 5 | 500 H Street | Bakersfield | N/A | 2 | 1 | \$595 | Apartment |
| 6 | 3901 Q Street | Bakersfield | N/A | 2 | 1 | \$600 | Apartment |
| 7 | 710 Brundage Lane | Bakersfield | 750 | 2 | 1 | \$611 | Apartment |
| 8 | 2601 Fremont Street | Bakersfield | N/A | 1 | 1 | \$625 | Apartment |
| 9 | 202 Eye St, Bakersfield | Bakersfield | 860 | 2 | 1 | \$625 | Apartment |
| 10 | 804 Pershing Avenue | Bakersfield | N/A | 2 | 2 | \$635 | Apartment |
| 11 | 1110 4th Street | Bakersfield | 710 | 2 | 1 | \$640 | Apartment |
| 12 | 2010 Larcus Avenue | Bakersfield | 960 | 2 | 1 | \$650 | Apartment |
| 13 | 810 30Th Street, Unit E | Bakersfield | N/A | 2 | 1.5 | \$650 | Apartment |
| 14 | 701 Knotts Street | Bakersfield | 1,100 | 2 | 1.5 | \$675 | Apartment |
| 15 | 924 C Street | Bakersfield | N/A | 2 | 1.5 | \$675 | Apartment |
| 16 | 1015 L Street, #1019 | Bakersfield | 860 | 2 | 1 | \$700 | Apartment |
| 17 | 630 A Street | Bakersfield | N/A | 2 | 1.4 | \$700 | Apartment |
| 18 | 710 Brundage Lane | Bakersfield | 1,025 | 3 | 1 | \$706 | Apartment |
| 19 | 3321 Chester Lane, Unit B | Bakersfield | N/A | 2 | 1.5 | \$750 | Townhouse |
| 20 | 617 Union Avenue | Bakersfield | 1,224 | 3 | 1 | \$775 | Apartment |
| 21 | 5101 Hunter Avenue | Bakersfield | N/A | 3 | 2 | \$795 | Townhouse |
| 22 | 2704 Villalovos Court | Bakersfield | N/A | 3 | 2 | \$800 | Duplex |
| 23 | 3101 Coventry Drive | Bakersfield | 11,158 | 3 | 2 | \$808 | Apartment |
| 24 | 4516 Planz Road | Bakersfield | 900 | 2 | 1 | \$830 | Condo |
| 25 | 331 Pacheco Road | Bakersfield | 1,125 | 2 | 1.5 | \$845 | Townhouse |
| 26 | 1513 Esther Drive | Bakersfield | 1,000 | 3 | 1 | \$850 | SFR |
| 27 | 1720 Oregon Street | Bakersfield | N/A | 3 | 1 | \$850 | Apartment |
| 28 | 5401 Dunsmuir Road, #19 | Bakersfield | 1,080 | 2 | 2 | \$925 | Condo |
| 29 | 510 Real Road, #22 | Bakersfield | 1,145 | 3 | 2.5 | \$925 | Condo |
| 30 | 3600 Ashe Road #10 | Bakersfield | 1,398 | 3 | 1.5 | \$1,000 | Apartment |
| 31 | 812 Blossom Street | Bakersfield | 1,300 | 3 | 2 | \$1,025 | SFR |
| 32 | 517 Dahlia Street | Bakersfield | 1,225 | 3 | 2 | \$1,075 | SFR |
| 33 | 413 Sterling Road | Bakersfield | 1,300 | 4 | 2 | \$1,100 | SFR |
| 34 | 2704 Baylor Street | Bakersfield | 1,009 | 3 | 1.5 | \$1,150 | SFR |
| 35 | 4911 Yellow Rose Court | Bakersfield | N/A | 4 | 2 | \$1,350 | SFR |

Appendix G – Single-Family Dwellings for Sale

*Source data for Appendix G came from the Southern California Multiple Listing Service web site <http://www.crmls.org>, January 2015; Loop Net's web site, <http://www.loopnet.com>, January 2015; Craig's List web site, <http://www.craigslist.org>, January 2015, Trulia's web site, <http://www.trulia.com>, January 2015; Hubzu web site, <http://www.hubzu.com>, January 2015; Bakersfield Home Hunter web site, <http://www.bakersfieldhomehunter.com>, January 2015; Best Buys of Bakersfield web site, <http://www.bestbuysfbakersfield.com>, January 2015; Zillow's web site: <http://www.zillow.com>, accessed January 2015; and Realtor web site, <http://www.realtor.com>, January 2015.

Appendix G – Single-Family Dwellings for Sale

| Single-Family Dwellings for Sale – January 2015 | | | | | | | |
|---|--------------------------|-------------|-------|----------|-------|--------|----------|
| No | Address | City | ZIP | Bedrooms | Baths | Sq.Ft. | Price |
| 1 | 3209 Stone Meadows Drive | Bakersfield | 93309 | 4 | 3 | 2,102 | \$24,000 |
| 2 | 319 Woodrow Ave | Bakersfield | 93308 | 2 | 1 | 816 | \$58,500 |
| 3 | 318 Kincaid Street | Bakersfield | 93307 | 1 | 1 | 721 | \$59,000 |
| 4 | 1109 Lincoln Street | Bakersfield | 93305 | 2 | 1 | 722 | \$59,900 |
| 5 | 614 Lincoln Ave | Bakersfield | 93308 | 2 | 1 | 684 | \$60,000 |
| 6 | 2112 Kern Street | Bakersfield | 93305 | 2 | 1 | 1,774 | \$60,000 |
| 7 | 335 Clifton Street | Bakersfield | 93307 | 2 | 1 | 672 | \$64,900 |
| 8 | 804 Belle Ave | Bakersfield | 93308 | 2 | 2 | 720 | \$64,900 |
| 9 | 218 Wiseman Street | Bakersfield | 93307 | 2 | 1 | 676 | \$65,000 |
| 10 | 2800 Q Street | Bakersfield | 93301 | 2 | 1 | 1,080 | \$65,000 |
| 11 | 1208 Feliz Drive | Bakersfield | 93307 | 2 | 1 | 728 | \$65,900 |
| 12 | 526 Knotts Street | Bakersfield | 93305 | 2 | 1 | 875 | \$68,000 |
| 13 | 2040 Robinson Street | Bakersfield | 93305 | 2 | 2 | 712 | \$69,900 |
| 14 | 533 Locust Street | Bakersfield | 93308 | 2 | 1 | 768 | \$70,000 |
| 15 | 1005 Woodrow Ave | Bakersfield | 93308 | 2 | 1 | 810 | \$70,000 |
| 16 | 412 Minner Ave | Bakersfield | 93308 | 2 | 1 | 850 | \$70,000 |
| 17 | 520 Lincoln Ave | Bakersfield | 93308 | 2 | 1 | 808 | \$72,000 |
| 18 | 1012 Northrup Street | Bakersfield | 93307 | 2 | 1 | 725 | \$72,000 |
| 19 | 141 Clyde Street | Bakersfield | 93307 | 2 | 1 | 780 | \$73,000 |
| 20 | 5130 Pioneer Drive | Bakersfield | 93306 | 3 | 2 | 1,050 | \$73,449 |
| 21 | 503 Beardsley Ave | Bakersfield | 93308 | 3 | 1 | 846 | \$74,000 |
| 22 | 412 Woodrow Ave | Bakersfield | 93308 | 3 | 2 | 1,060 | \$74,900 |
| 23 | 3321 Pioneer Drive | Bakersfield | 93306 | 2 | 1 | 756 | \$75,000 |
| 24 | 3509 M Street | Bakersfield | 93301 | 4 | 2 | 1,170 | \$75,000 |
| 25 | 808 Washington Ave | Bakersfield | 93308 | 2 | 1 | 1,456 | \$75,000 |
| 26 | 410 Belmont Ave | Bakersfield | 93308 | 3 | 1 | 1,024 | \$75,000 |
| 27 | 1319 Columbus Street | Bakersfield | 93305 | 2 | 1 | 1,130 | \$75,800 |
| 28 | 2612 Belle Terrace | Bakersfield | 93304 | 2 | 1 | 876 | \$77,000 |
| 29 | 2118 E Street | Bakersfield | 93301 | 2 | 1 | 888 | \$77,500 |
| 30 | 1011 Castaic Ave | Bakersfield | 93308 | 2 | 1 | 924 | \$78,000 |
| 31 | 1308 Cannon Ave | Bakersfield | 93307 | 2 | 1 | 560 | \$78,000 |
| 32 | 931 Normandy Drive | Bakersfield | 93306 | 2 | 1 | 939 | \$78,600 |
| 33 | 905 Woodrow Ave | Bakersfield | 93308 | 2 | 1 | 984 | \$78,900 |
| 34 | 331 Jeffrey Street | Bakersfield | 93305 | 3 | 1 | 969 | \$79,000 |
| 35 | 911 Casa Grande Street | Bakersfield | 93307 | 3 | 1 | 1,040 | \$79,500 |
| 36 | 218 Garden Drive | Bakersfield | 93307 | 2 | 1 | 800 | \$80,000 |
| 37 | 603 Sharon Place | Bakersfield | 93308 | 1 | 1 | 803 | \$80,000 |
| 38 | 110 Harding Ave | Bakersfield | 93308 | 2 | 1 | 1,053 | \$80,000 |
| 39 | 706 Sequoia Drive | Bakersfield | 93308 | 2 | 1 | 930 | \$80,000 |
| 40 | 307 Troy Street | Bakersfield | 93306 | 2 | 1 | 672 | \$83,000 |
| 41 | 8112 Halleluiah Street | Bakersfield | 93307 | 1 | 1 | 568 | \$84,000 |
| 42 | 130 17th Street | Bakersfield | 93301 | 3 | 1 | 1,785 | \$84,000 |

Appendix G – Single-Family Dwellings for Sale

| Single-Family Dwellings for Sale – January 2015 | | | | | | | |
|---|-------------------------|-------------|-------|----------|-------|--------|-----------|
| No | Address | City | ZIP | Bedrooms | Baths | Sq.Ft. | Price |
| 43 | 318 Decatur Street | Bakersfield | 93308 | 2 | 1 | 936 | \$84,800 |
| 44 | 8152 Pioneer Drive | Bakersfield | 93306 | 2 | 1 | 1,048 | \$84,900 |
| 45 | 1110 Miller Street | Bakersfield | 93305 | 3 | 1 | 986 | \$85,000 |
| 46 | 2024 Oregon Street | Bakersfield | 93305 | 2 | 1 | 813 | \$85,000 |
| 47 | 913 Pesante Road | Bakersfield | 93306 | 2 | 1 | 752 | \$85,900 |
| 48 | 229 Whitlock Street | Bakersfield | 93307 | 3 | 1 | 1,048 | \$85,900 |
| 49 | 1724 Blanche Street | Bakersfield | 93301 | 2 | 1 | 961 | \$85,900 |
| 50 | 631 T Street | Bakersfield | 93304 | 3 | 1 | 998 | \$87,500 |
| 51 | 227 East 7th Street | Bakersfield | 93307 | 2 | 2 | 1,148 | \$87,900 |
| 52 | 112 Bedford Way | Bakersfield | 93308 | 2 | 1 | 858 | \$89,000 |
| 53 | 105 T Street | Bakersfield | 93304 | 2 | 1 | 888 | \$89,000 |
| 54 | 931 Knotts Street | Bakersfield | 93305 | 2 | 1 | 775 | \$89,900 |
| 55 | 329 Airport Drive | Bakersfield | 93308 | 3 | 1 | 1,117 | \$89,900 |
| 56 | 427 4th Street | Bakersfield | 93304 | 3 | 2 | 888 | \$89,900 |
| 57 | 8301 Lexington Ave | Bakersfield | 93306 | 3 | 1 | 1,034 | \$89,900 |
| 58 | 228 Washington Ave | Bakersfield | 93308 | 3 | 1 | 979 | \$89,900 |
| 59 | 400 Highland Drive | Bakersfield | 93308 | 2 | 1 | 914 | \$89,900 |
| 60 | 1310 Cannon Drive | Bakersfield | 93307 | 3 | 1 | 1,493 | \$90,000 |
| 61 | 223 Washington Ave | Bakersfield | 93308 | 3 | 2 | 1,092 | \$90,000 |
| 62 | 1421 Penny Street | Bakersfield | 93306 | 2 | 2 | 1,646 | \$90,000 |
| 63 | 510 El Tejon Ave | Bakersfield | 93308 | 2 | 1 | 810 | \$91,500 |
| 64 | 1523 Bernard Place | Bakersfield | 93305 | 2 | 1 | 817 | \$93,000 |
| 65 | 4500 Gordon Street | Bakersfield | 93307 | 3 | 1 | 1,039 | \$95,000 |
| 66 | 2727 Lake Street | Bakersfield | 93306 | 3 | 2 | 1,276 | \$95,000 |
| 67 | 1108 Dobrusky Drive | Bakersfield | 93304 | 3 | 1 | 982 | \$95,000 |
| 68 | 527 Tanner Street | Bakersfield | 93307 | 2 | 1 | 816 | \$95,900 |
| 69 | 610 Woodrow Ave | Bakersfield | 93308 | 2 | 1 | 986 | \$97,500 |
| 70 | 912 Height Street | Bakersfield | 93305 | 3 | 1 | 807 | \$98,500 |
| 71 | 2407 Belle Terrace | Bakersfield | 93304 | 3 | 2 | 1,214 | \$98,500 |
| 72 | 822 South Brown Street | Bakersfield | 93307 | 2 | 1 | 905 | \$98,500 |
| 73 | 415 East 18th Street | Bakersfield | 93305 | 4 | 1 | 1,367 | \$99,000 |
| 74 | 6133 Cope Lane | Bakersfield | 93307 | 2 | 1 | 1,074 | \$99,000 |
| 75 | 324 Belle Ave | Bakersfield | 93308 | 3 | 1 | 1,020 | \$99,500 |
| 76 | 801 Washington Ave | Bakersfield | 93308 | 3 | 2 | 1,680 | \$99,900 |
| 77 | 703 Iris Street | Bakersfield | 93308 | 3 | 2 | 1,200 | \$99,900 |
| 78 | 1710 Robinson Street | Bakersfield | 93305 | 2 | 1 | 1,275 | \$99,900 |
| 79 | 1916 Bernard Street | Bakersfield | 93305 | 3 | 1 | 936 | \$99,999 |
| 80 | 912 Sandra Drive | Bakersfield | 93304 | 4 | 2 | 1,209 | \$100,000 |
| 81 | 222 South Curran Street | Bakersfield | 93309 | 3 | 1 | 912 | \$100,000 |
| 82 | 205 Clyde Street | Bakersfield | 93307 | 3 | 2 | 1,074 | \$100,000 |
| 83 | 908 South Brown Street | Bakersfield | 93307 | 3 | 1 | 1,335 | \$100,000 |
| 84 | 1201 Jeffrey Street | Bakersfield | 93305 | 3 | 2 | 1,040 | \$100,000 |

Appendix G – Single-Family Dwellings for Sale

| Single-Family Dwellings for Sale – January 2015 | | | | | | | |
|--|---------------------------|-------------|------------|-----------------|--------------|---------------|--------------|
| No | Address | City | ZIP | Bedrooms | Baths | Sq.Ft. | Price |
| 85 | 1120 Tangerine Street | Bakersfield | 93306 | 4 | 2 | 1,201 | \$100,000 |
| 86 | 1020 Woodrow Street | Bakersfield | 93308 | 3 | 1 | 1,043 | \$102,000 |
| 87 | 1239 Wilson Ave | Bakersfield | 93308 | 2 | 1 | 840 | \$102,900 |
| 88 | 809 33rd Street | Bakersfield | 93301 | 3 | 2 | 1,136 | \$104,900 |
| 89 | 309 South Haley Street | Bakersfield | 93307 | 3 | 1 | 1,098 | \$104,900 |
| 90 | 1300 Meredith Drive | Bakersfield | 93304 | 3 | 1 | 1,065 | \$104,900 |
| 91 | 118 Dixon Ave | Bakersfield | 93304 | 2 | 1 | 1,080 | \$105,000 |
| 92 | 522 East 4th Street | Bakersfield | 93307 | 3 | 2 | 1,485 | \$105,000 |
| 93 | 3225 Parkland Court | Bakersfield | 93304 | 3 | 2 | 1,227 | \$105,000 |
| 94 | 121 Tyree Toliver Street | Bakersfield | 93307 | 3 | 1 | 973 | \$105,000 |
| 95 | 1105 New Stine Road | Bakersfield | 93309 | 2 | 1 | 1,006 | \$106,900 |
| 96 | 325 Niles Street | Bakersfield | 93305 | 3 | 1 | 791 | \$108,000 |
| 97 | 606 Charlana Drive | Bakersfield | 93308 | 2 | 1 | 990 | \$108,500 |
| 98 | 711 Beardsley Ave | Bakersfield | 93308 | 3 | 2 | 1,248 | \$109,000 |
| 99 | 601 Washington Street | Bakersfield | 93307 | 3 | 1 | 965 | \$109,000 |
| 100 | 548 Sperry Street | Bakersfield | 93307 | 3 | 1 | 1,460 | \$109,500 |
| 101 | 4512 Vern Street | Bakersfield | 93307 | 3 | 1 | 1,039 | \$109,900 |
| 102 | 2928 Shelly Lane | Bakersfield | 93306 | 3 | 1 | 1,019 | \$109,900 |
| 103 | 3200 East Center Street E | Bakersfield | 93306 | 4 | 2 | 1,637 | \$110,000 |
| 104 | 535 East Fairview Road | Bakersfield | 93307 | 3 | 1 | 900 | \$110,000 |
| 105 | 1011 Wilson Ave | Bakersfield | 93308 | 3 | 2 | 1,175 | \$110,000 |
| 106 | 1028 Owens Street | Bakersfield | 93305 | 3 | 1 | 859 | \$110,000 |
| 107 | 511 Real Road | Bakersfield | 93309 | 3 | 1 | 1,203 | \$110,000 |
| 108 | 600 Ann Arbor Drive | Bakersfield | 93308 | 3 | 2 | 1,248 | \$112,900 |
| 109 | 607 El Tejon Drive | Bakersfield | 93308 | 3 | 2 | 704 | \$114,500 |
| 110 | 2208 South I Street | Bakersfield | 93304 | 2 | 1 | 905 | \$115,000 |
| 111 | 2904 Shelly Lane | Bakersfield | 93306 | 3 | 2 | 1,099 | \$115,000 |
| 112 | 1514 Rosalia Drive | Bakersfield | 93304 | 3 | 1 | 1,071 | \$115,000 |
| 113 | 2220 Buena Vista Street | Bakersfield | 93304 | 2 | 1 | 1,134 | \$115,000 |
| 114 | 625 Beardsley Ave | Bakersfield | 93308 | 3 | 1 | 1,232 | \$115,000 |
| 115 | 611 Jefferson Street | Bakersfield | 93305 | 2 | 1 | 1,173 | \$115,000 |
| 116 | 1416 Virginia Street | Bakersfield | 93305 | 3 | 1 | 1,106 | \$116,000 |
| 117 | 1316 Antonia Way | Bakersfield | 93304 | 3 | 1 | 1,055 | \$116,900 |
| 118 | 800 La Puente Drive | Bakersfield | 93309 | 2 | 2 | 1,048 | \$117,000 |
| 119 | 112 Warren Ave | Bakersfield | 93308 | 3 | 1 | 1,060 | \$117,900 |
| 120 | 319 South Hayes Street | Bakersfield | 93307 | 3 | 1 | 1,120 | \$119,000 |
| 121 | 3409 Elcia Drive | Bakersfield | 93309 | 2 | 1 | 854 | \$119,000 |
| 122 | 340 Sequoia Drive | Bakersfield | 93308 | 4 | 1 | 1,393 | \$119,500 |
| 123 | 1119 Wilson Ave | Bakersfield | 93308 | 2 | 1 | 1,076 | \$119,899 |
| 124 | 4704 Cottonwood Road | Bakersfield | 93307 | 3 | 1 | 1,306 | \$119,900 |
| 125 | 2311 North Baker Street | Bakersfield | 93305 | 3 | 2 | 1,524 | \$119,900 |
| 126 | 707 Charlana Drive | Bakersfield | 93308 | 3 | 1 | 1,268 | \$119,900 |

Appendix G – Single-Family Dwellings for Sale

| Single-Family Dwellings for Sale – January 2015 | | | | | | | |
|--|-------------------------|-------------|------------|-----------------|--------------|---------------|--------------|
| No | Address | City | ZIP | Bedrooms | Baths | Sq.Ft. | Price |
| 127 | 916 Sandra Drive | Bakersfield | 93304 | 3 | 1 | 1,013 | \$119,900 |
| 128 | 1012 Fairfax Road | Bakersfield | 93306 | 3 | 2 | 1,026 | \$119,900 |
| 129 | 1809 Quincy Street | Bakersfield | 93305 | 4 | 3 | 1,020 | \$120,000 |
| 130 | 4872 Putter Lane | Bakersfield | 93308 | 3 | 2 | 1,519 | \$124,500 |
| 131 | 4551 Coronado Street | Bakersfield | 93314 | 3 | 2 | 1,440 | \$125,000 |
| 132 | 15 Lincoln Street | Bakersfield | 93305 | 3 | 1 | 997 | \$125,000 |
| 133 | 5820 Leo Street | Bakersfield | 93307 | 3 | 1 | 1,108 | \$127,000 |
| 134 | 8745 Greenfield Park Dr | Bakersfield | 93307 | 2 | 1 | 875 | \$129,900 |
| 135 | 331 9th Street | Bakersfield | 93304 | 2 | 1 | 977 | \$129,900 |
| 136 | 1408 Carmel Street | Bakersfield | 93306 | 3 | 1 | 1,293 | \$130,950 |
| 137 | 3221 Lotus Lane | Bakersfield | 93307 | 2 | 1 | 966 | \$135,000 |
| 138 | 2509 Loma Linda Drive | Bakersfield | 93305 | 2 | 1 | 1,163 | \$137,500 |
| 139 | 2521 Alturas Drive | Bakersfield | 93305 | 2 | 1 | 1,050 | \$137,500 |
| 140 | 12100 Old River Road | Bakersfield | 93311 | 4 | 2 | 1,867 | \$139,900 |
| 141 | 1603 Haldon Street | Bakersfield | 93308 | 4 | 3 | 1,767 | \$139,900 |
| 142 | 1202 Washington Ave | Bakersfield | 93308 | 4 | 2 | 1,640 | \$140,000 |
| 143 | 4301 Poach Street | Bakersfield | 93313 | 3 | 1.75 | 1,092 | \$145,000 |
| 144 | 3921 Columbus Street | Bakersfield | 93306 | 3 | 2 | 1,825 | \$145,000 |
| 145 | 1713 La France Drive | Bakersfield | 93304 | 2 | 1 | 905 | \$145,000 |
| 146 | 1939 Juniper Court | Bakersfield | 93309 | 4 | 3 | 2,482 | \$149,900 |
| 147 | 4404 Lantados Street | Bakersfield | 93307 | 4 | 2 | 1,469 | \$149,900 |
| 148 | 803 Melwood Street | Bakersfield | 93307 | 3 | 1 | 988 | \$150,000 |
| 149 | 3004 Saint Marys Street | Bakersfield | 93305 | 5 | 2 | 1,611 | \$158,000 |
| 150 | 5305 New Grove Ave | Bakersfield | 93309 | 3 | 2 | 1,315 | \$160,000 |
| 151 | 4709 Chaney Lane | Bakersfield | 93311 | 3 | 2 | 1,256 | \$169,000 |
| 152 | 2007 Orange Street | Bakersfield | 93304 | 3 | 2 | 1,192 | \$169,000 |
| 153 | 6911 Grafton Court | Bakersfield | 93307 | 3 | 2 | 1,081 | \$169,900 |
| 154 | 1505 Lindsay Drive | Bakersfield | 93304 | 3 | 1 | 1,049 | \$169,999 |
| 155 | 2717 Angela Way | Bakersfield | 93306 | 3 | 2 | 1,487 | \$170,000 |
| 156 | 4040 South Real Road | Bakersfield | 93309 | 3 | 2 | 1,988 | \$170,000 |
| 157 | 601 Paloma Street | Bakersfield | 93304 | 3 | 1 | 1,393 | \$170,000 |
| 158 | 515 Little John Ave | Bakersfield | 93307 | 3 | 2 | 1,440 | \$171,000 |
| 159 | 304 War Admiral Drive | Bakersfield | 93307 | 3 | 2 | 1,594 | \$175,000 |
| 160 | 4000 Margalo Ave | Bakersfield | 93313 | 3 | 2 | 1,505 | \$175,000 |
| 161 | 2718 Trentino Ave | Bakersfield | 93313 | 3 | 2 | 1,326 | \$175,000 |
| 162 | 327 Sherman Peak Drive | Bakersfield | 93308 | 3 | 3 | 1,765 | \$175,000 |
| 163 | 6910 Monitor Street | Bakersfield | 93307 | 4 | 2 | 1,459 | \$175,900 |
| 164 | 6000 Eugene Ave | Bakersfield | 93313 | 3 | 2 | 1,493 | \$176,000 |
| 165 | 9208 Lorelei Rock Drive | Bakersfield | 93306 | 5 | 2 | 1,586 | \$186,500 |
| 166 | 3012 Jorie Ave | Bakersfield | 93304 | 3 | 2 | 1,682 | \$189,000 |
| 167 | 3701 Granada Ave | Bakersfield | 93309 | 4 | 3 | 1,909 | \$189,900 |
| 168 | 3945 Moss Street | Bakersfield | 93312 | 3 | 2 | 1,154 | \$189,900 |

Appendix G – Single-Family Dwellings for Sale

| Single-Family Dwellings for Sale – January 2015 | | | | | | | |
|--|---------------------------|-------------|------------|-----------------|--------------|---------------|--------------|
| No | Address | City | ZIP | Bedrooms | Baths | Sq.Ft. | Price |
| 169 | 615 Hewlett Street | Bakersfield | 93309 | 3 | 2 | 1,942 | \$196,100 |
| 170 | 2917 Edmonton Street | Bakersfield | 93309 | 4 | 2 | 1,747 | \$200,000 |
| 171 | 2812 Driller Ave | Bakersfield | 93306 | 4 | 2 | 1,640 | \$204,900 |
| 172 | 4601 San Miguel Way | Bakersfield | 93306 | 3 | 3 | 1,821 | \$205,000 |
| 173 | 537 Sarabande Ave | Bakersfield | 93308 | 3 | 2 | 1,510 | \$205,000 |
| 174 | 1908 Duke Drive | Bakersfield | 93305 | 3 | 2 | 1,970 | \$205,000 |
| 175 | 14215 Park Palisade Drive | Bakersfield | 93306 | 2 | 2 | 1,684 | \$207,700 |
| 176 | 1712 Placer Court | Bakersfield | 93309 | 3 | 2 | 1,782 | \$208,520 |
| 177 | 7415 Hooper Ave | Bakersfield | 93308 | 3 | 2 | 1,404 | \$210,000 |
| 178 | 8817 Winlock Street | Bakersfield | 93312 | 3 | 2 | 1,387 | \$212,560 |
| 179 | 3318 Moss Street | Bakersfield | 93312 | 3 | 2 | 1,406 | \$215,000 |
| 180 | 6507 Coturri Court | Bakersfield | 93312 | 3 | 2 | 1,309 | \$215,500 |
| 181 | 6912 Kimberly Ave | Bakersfield | 93308 | 3 | 2 | 1,592 | \$219,900 |
| 182 | 10719 Tivoli Court | Bakersfield | 93311 | 3 | 2 | 1,494 | \$220,900 |
| 183 | 4402 Serene Oak Drive | Bakersfield | 93313 | 4 | 2 | 1,554 | \$224,900 |
| 184 | 3211 Neah Bay Drive | Bakersfield | 93312 | 3 | 2 | 1,390 | \$225,000 |
| 185 | 4315 Serene Oak Drive | Bakersfield | 93313 | 4 | 2 | 1,916 | \$225,000 |
| 186 | 5019 Silver Clover | Bakersfield | 93313 | 3 | 2 | 1,827 | \$228,900 |
| 187 | 1316 Lymric Way | Bakersfield | 93309 | 5 | 2 | 1,911 | \$229,000 |
| 188 | 5406 Cinda Ridge Court | Bakersfield | 93313 | 5 | 3 | 1,903 | \$229,000 |
| 189 | 5107 Fruitvale Ave | Bakersfield | 93308 | 3 | 2 | 1,630 | \$229,000 |
| 190 | 9820 Cimarron Trails Dr | Bakersfield | 93311 | 3 | 3 | 1,569 | \$229,000 |
| 191 | 3212 Akers Road | Bakersfield | 93309 | 4 | 2 | 1,945 | \$229,900 |
| 192 | 5205 Clover Moss Street | Bakersfield | 93313 | 5 | 3 | 2,110 | \$229,900 |
| 193 | 1909 Weyburn Way | Bakersfield | 93309 | 3 | 2 | 1,792 | \$229,950 |
| 194 | 12113 Nacelle Ave | Bakersfield | 93312 | 3 | 2 | 1,351 | \$229,999 |
| 195 | 4217 De Ette Ave | Bakersfield | 93313 | 3 | 2 | 1,406 | \$230,000 |
| 196 | 2820 Pine Street | Bakersfield | 93301 | 4 | 2 | 2,026 | \$230,000 |
| 197 | 9801 Rosewalk Street | Bakersfield | 93311 | 3 | 2 | 1,713 | \$230,000 |
| 198 | 4183 Pinewood Lake Dr | Bakersfield | 93309 | 4 | 3 | 2,579 | \$230,000 |
| 199 | 11310 Pacific Breeze Ave | Bakersfield | 93312 | 3 | 2 | 1,582 | \$234,950 |
| 200 | 9205 Tropicana Drive | Bakersfield | 93311 | 4 | 2 | 1,650 | \$237,900 |
| 201 | 4315 Polo Pony Lane | Bakersfield | 93312 | 3 | 2 | 1,498 | \$238,000 |
| 202 | 12509 Grand Teton Drive | Bakersfield | 93312 | 4 | 2 | 1,798 | \$239,000 |
| 203 | 9604 Lanneau Court | Bakersfield | 93311 | 4 | 2 | 1,650 | \$240,000 |
| 204 | 14108 Tierra Blanca Ave | Bakersfield | 93314 | 3 | 2 | 1,876 | \$240,000 |
| 205 | 6716 Kearsarge Way | Bakersfield | 93309 | 3 | 2 | 1,781 | \$240,000 |
| 206 | 12221 Maclure Drive | Bakersfield | 93311 | 3 | 2 | 1,679 | \$240,000 |
| 207 | 11000 Patagonia Way | Bakersfield | 93306 | 5 | 4 | 2,770 | \$242,000 |
| 208 | 13104 Evening Breeze Ave | Bakersfield | 93314 | 4 | 2 | 1,813 | \$242,900 |
| 209 | 12013 Cedar Bluff Ave | Bakersfield | 93312 | 4 | 2 | 1,699 | \$245,000 |
| 210 | 1600 Camino Sierra | Bakersfield | 93306 | 4 | 3 | 2,555 | \$248,000 |

Appendix G – Single-Family Dwellings for Sale

| Single-Family Dwellings for Sale – January 2015 | | | | | | | |
|---|---------------------------|-------------|-------|----------|-------|--------|-----------|
| No | Address | City | ZIP | Bedrooms | Baths | Sq.Ft. | Price |
| 211 | 9908 Metherly Hill Road | Bakersfield | 93312 | 4 | 2 | 1,881 | \$249,900 |
| 212 | 6215 Baguette Ave | Bakersfield | 93313 | 4 | 2 | 2,050 | \$250,000 |
| 213 | 4824 Shadow Stone St | Bakersfield | 93313 | 5 | 3 | 2,315 | \$250,000 |
| 214 | 9527 Campus Park Drive | Bakersfield | 93311 | 4 | 3 | 1,983 | \$254,500 |
| 215 | 10909 Bahia Court | Bakersfield | 93311 | 3 | 2 | 1,818 | \$254,950 |
| 216 | 9910 Pyramid Peak Drive | Bakersfield | 93311 | 3 | 2 | 1,806 | \$255,000 |
| 217 | 3537 Country Club Drive | Bakersfield | 93306 | 4 | 3 | 2,193 | \$255,000 |
| 218 | 7805 Kelwona Way | Bakersfield | 93309 | 4 | 2 | 1,860 | \$255,000 |
| 219 | 10000 Atakapa Ave | Bakersfield | 93312 | 5 | 2 | 2,146 | \$257,300 |
| 220 | 5926 Pilar Way | Bakersfield | 93306 | 3 | 2 | 2,289 | \$257,500 |
| 221 | 11212 Prairie Stone Place | Bakersfield | 93311 | 4 | 3 | 2,066 | \$258,000 |
| 222 | 3010 Willow Basin Lane | Bakersfield | 93313 | 4 | 3 | 2,275 | \$259,000 |
| 223 | 9811 Riata Lane | Bakersfield | 93306 | 5 | 3 | 2,616 | \$259,000 |
| 224 | 2717 Pinheiro Street | Bakersfield | 93313 | 4 | 2 | 2,030 | \$259,000 |
| 225 | 7225 Elias Ave | Bakersfield | 93308 | 4 | 3 | 2,296 | \$259,900 |
| 226 | 9908 Yarnell Ave | Bakersfield | 93312 | 3 | 2 | 1,758 | \$259,950 |
| 227 | 6300 Baguette Ave | Bakersfield | 93313 | 4 | 2 | 2,050 | \$260,000 |
| 228 | 5407 Spring Flower Way | Bakersfield | 93313 | 4 | 2 | 2,019 | \$264,000 |
| 229 | 11401 Pacific Shores Dr | Bakersfield | 93312 | 4 | 2 | 1,871 | \$265,000 |
| 230 | 9802 Laurel Park Ave | Bakersfield | 93312 | 3 | 2 | 1,822 | \$267,500 |
| 231 | 13019 Sunlight Star St | Bakersfield | 93314 | 4 | 2 | 1,998 | \$268,000 |
| 232 | 2831 Wegis Ave | Bakersfield | 93314 | 4 | 2 | 1,780 | \$269,000 |
| 233 | 7009 Wild Rogue Court | Bakersfield | 93313 | 4 | 2 | 2,126 | \$269,889 |
| 234 | 11115 Yorkshire Drive | Bakersfield | 93312 | 3 | 2 | 1,692 | \$270,000 |
| 235 | 7001 Outingdale Drive | Bakersfield | 93309 | 3 | 2 | 2,072 | \$275,000 |
| 236 | 11701 Judy Ave | Bakersfield | 93312 | 4 | 1 | 2,049 | \$279,500 |
| 237 | 5213 Hollis Street | Bakersfield | 93308 | 3 | 2 | 1,932 | \$285,000 |
| 238 | 2508 Sunrise Drive | Bakersfield | 93309 | 4 | 3 | 2,822 | \$299,999 |
| 239 | 8617 Eagles Landing Dr | Bakersfield | 93312 | 4 | 2 | 2,475 | \$314,500 |
| 240 | 9510 Empire State Drive | Bakersfield | 93311 | 5 | 3 | 2,800 | \$314,900 |
| 241 | 18101 Buckboard Drive | Bakersfield | 93314 | 4 | 2 | 1,960 | \$317,300 |
| 242 | 8220 East Panama Lane | Bakersfield | 93307 | 2 | 4 | 1,340 | \$319,000 |
| 243 | 6802 Savannah Falls Dr | Bakersfield | 93312 | 3 | 2 | 2,558 | \$325,000 |
| 244 | 1103 Siuoux Creek Drive | Bakersfield | 93312 | 4 | 2 | 2,208 | \$329,000 |
| 245 | 10206 Dorsey Court | Bakersfield | 93312 | 4 | 2 | 2,002 | \$329,900 |
| 246 | 11801 Wethersfield St | Bakersfield | 93312 | 5 | 2 | 2,424 | \$345,500 |
| 247 | 9801 Harvey Court | Bakersfield | 93312 | 3 | 2 | 2,615 | \$355,000 |
| 248 | 11003 Adobe Creek Ct | Bakersfield | 93312 | 5 | 3 | 2,489 | \$379,900 |
| 249 | 13214 Giro Drive | Bakersfield | 93314 | 4 | 3 | 3,297 | \$485,000 |
| 250 | 1501 McPherson Lane | Bakersfield | 93311 | 4 | 4 | 3,410 | \$529,900 |
| 251 | 10403 Salisbury Drive | Bakersfield | 93311 | 4 | 3 | 3,053 | \$655,000 |
| 252 | 6625 River Grove Street | Bakersfield | 93308 | 4 | 4 | 2,513 | \$659,000 |

Appendix G – Single-Family Dwellings for Sale

| Single-Family Dwellings for Sale – January 2015 | | | | | | | |
|---|-------------------------|-------------|-------|----------|-------|--------|-------------|
| No | Address | City | ZIP | Bedrooms | Baths | Sq.Ft. | Price |
| 253 | 2406 Exton Street | Bakersfield | 93311 | 4 | 4 | 3,056 | \$698,000 |
| 254 | 13810 Raphael Ave | Bakersfield | 93306 | 4 | 3 | 2,999 | \$698,990 |
| 255 | 11901 Harrington Street | Bakersfield | 93311 | 5 | 3 | 3,571 | \$699,950 |
| 256 | 8617 Granite Road | Bakersfield | 93308 | 4 | 5 | 3,516 | \$1,500,000 |
| 257 | 10201 Coram Drive | Bakersfield | 93311 | 6 | 6 | 8,030 | \$2,800,000 |

Appendix H – Residential Income Properties for Sale

* Source data Appendix H came from the Southern California Multiple Listing Service web site <http://www.crmls.org>, January 2015; Loop Net's web site, <http://www.loopnet.com>, January 2015; Craig's List web site, <http://www.craigslist.org>, January 2015, Trulia's web site, <http://www.trulia.com>, January 2015; Hubzu web site, <http://www.hubzu.com>, January 2015; Bakersfield Home Hunter web site, <http://www.bakersfieldhomehunter.com>, January 2015; Best Buys of Bakersfield web site, <http://www.bestbuysofbakersfield.com>, January 2015; Zillow's web site: <http://www.zillow.com>, accessed January 2015; and Realtor web site, <http://www.realtor.com>, January 2015.

Appendix H – Residential Income Properties for Sale

| Residential Income Properties for Sale – January 2015 | | | | | | | | |
|--|-----------------------|-------------|------------|--------------|---------------|--------------|---------------|--------------|
| No | Address | City | ZIP | Units | Beds | Baths | Sq.Ft. | Price |
| 1 | 1010 Lawson Road | Bakersfield | 93307 | 1 | 3 | 1 | 828 | \$69,900 |
| 2 | 717 Lilac Street | Bakersfield | 93308 | 1 | 3 | 2 | 981 | \$75,000 |
| 3 | 2626 Cleo Court #31 | Bakersfield | 93306 | 1 | 2 | 2 | 1,392 | \$89,900 |
| 4 | 500 Niles Street | Bakersfield | 93305 | 1 | 2 | 1 | 820 | \$90,900 |
| 5 | 146 Arvin Ave | Bakersfield | 93308 | 1 | 2 | 1 | 1,229 | \$94,900 |
| 6 | 1211 Woodrow Ave | Bakersfield | 93308 | 1 | 1 | 1 | 461 | \$95,000 |
| 7 | 800 El Tejon Ave | Bakersfield | 93308 | 2 | 1 & 2 | 1 | 1,501 | \$99,500 |
| 8 | 3505 L Street | Bakersfield | 93301 | 2 | 1 & 3 | 1 | 1,471 | \$99,900 |
| 9 | 509 Kentucky Street | Bakersfield | 93305 | 2 | 2 | 1 | 1,773 | \$105,000 |
| 10 | 612 Bernard Street | Bakersfield | 93305 | 1 | 2 | 1 | 1,137 | \$109,900 |
| 11 | 2202 South K Street | Bakersfield | 93304 | 2 | Studio | N/A | 1,715 | \$115,000 |
| 12 | 701 Lilac Street | Bakersfield | 93308 | 1 | 4 | 2 | 1,548 | \$117,500 |
| 13 | 205 U Street | Bakersfield | 93304 | 1 | 4 | 2 | 1,167 | \$119,900 |
| 14 | 604 Belmont Ave | Bakersfield | 93308 | 2 | 4 | 2 | 1,387 | \$119,950 |
| 15 | 4872 Putter Lane | Bakersfield | 93308 | 1 | 3 | 2 | 1,519 | \$124,500 |
| 16 | 415 Woodrow Ave | Bakersfield | 93308 | 2 | 1 & 2 | 1 | 1,553 | \$125,000 |
| 17 | 6805 Ona Court | Bakersfield | 93307 | 1 | 3 | 2 | 1,286 | \$143,000 |
| 18 | 3708 Stokes Ave | Bakersfield | 93309 | 1 | 4 | 3 | 1,702 | \$145,000 |
| 19 | 117 Hughes Ave | Bakersfield | 93308 | 2 | 2 | 1 | 1,916 | \$145,000 |
| 20 | 118 Roberts Lane | Bakersfield | 93308 | 4 | Studio & 1 | 1 | 1,128 | \$145,000 |
| 21 | 5720 Karen Place | Bakersfield | 93307 | 1 | 3 | 2 | 1,341 | \$148,000 |
| 22 | 1125 West Drive | Bakersfield | 93305 | 2 | 5 | 3 | 587 | \$149,000 |
| 23 | 2001 University Ave | Bakersfield | 93305 | 1 | 3 | 2 | 1,831 | \$149,900 |
| 24 | 326 Beardsley Ave | Bakersfield | 93308 | 2 | 3 | 2 | 2,168 | \$150,000 |
| 25 | 28 Oregon Street | Bakersfield | 93305 | 2 | Studio & 1 | 1 | 801 | \$154,000 |
| 26 | 316 Minner Ave | Bakersfield | 93308 | 3 | Studio, 1 & 2 | 1 | 1,532 | \$155,000 |
| 27 | 1727 Cole Street | Bakersfield | 93307 | 2 | 1 & 3 | 1 | 1,372 | \$158,900 |
| 28 | 3704 Sweet Springs St | Bakersfield | 93309 | 1 | 3 | 2 | 1,278 | \$159,000 |
| 29 | 521 G Street | Bakersfield | 93304 | 2 | 1 | 1 | 800 | \$160,000 |
| 30 | 408 Knotts Street | Bakersfield | 93305 | 2 | 2 | 1 | 1,301 | \$160,000 |
| 31 | 1730 Oregon Street | Bakersfield | 93305 | 3 | 2 | 1 | 2,343 | \$179,000 |
| 32 | 2324 South J Street | Bakersfield | 93304 | 2 | 3 | 2 | 2,100 | \$185,000 |
| 33 | 612 Decatur Street | Bakersfield | 93308 | 2 | 2 | 1 | 2,262 | \$185,000 |
| 34 | 3205 Crestline Road | Bakersfield | 93306 | 1 | 3 | 1 | 1,995 | \$189,000 |
| 35 | 820 East 19th Street | Bakersfield | 93305 | 4 | 2 | 1 | 3,660 | \$199,000 |
| 36 | 4513 Coral Reef Court | Bakersfield | 93313 | 1 | 3 | 2 | 1,471 | \$209,900 |
| 37 | 3036 Lake Street | Bakersfield | 93306 | 3 | 2 | 1 | 2,130 | \$220,000 |
| 38 | 2101 South J Street | Bakersfield | 93304 | 4 | 2 | 1 | 1,421 | \$229,000 |
| 39 | 1715 Monterey Street | Bakersfield | 93305 | 3 | 2 | 1 | 1,902 | \$229,000 |
| 40 | 6011 Hill Dale Court | Bakersfield | 93306 | 2 | 3 | 2 | 2,309 | \$229,900 |
| 41 | 1628 Lincoln Street | Bakersfield | 93305 | 4 | 2 | 1 | 2,987 | \$239,000 |
| 42 | 3610 Eucalyptus Drive | Bakersfield | 93306 | 3 | 2 | 2 | 796 | \$249,900 |

| Residential Income Properties for Sale – January 2015 | | | | | | | | |
|---|-------------------------------|-------------|-------|-------|----------------|-------|--------|-----------|
| No | Address | City | ZIP | Units | Beds | Baths | Sq.Ft. | Price |
| 43 | 3028 Jewett Ave | Bakersfield | 93301 | 4 | 2 | 1 | 2,820 | \$255,000 |
| 44 | 1011 Snyder Lane | Bakersfield | 93304 | 5 | Studios, 1 & 2 | 1 | N/A | \$255,000 |
| 45 | 8300 Mossrock Drive | Bakersfield | 93312 | 1 | 3 | 2 | 1719 | \$260,000 |
| 46 | 12103 Marigold Drive | Bakersfield | 93311 | 1 | 4 | 3 | 2554 | \$269,900 |
| 47 | 2215 Calloway Drive | Bakersfield | 93312 | 2 | 2 | 2 | 2,568 | \$277,000 |
| 48 | 5813 Greenhorn Mountain Court | Bakersfield | 93313 | 1 | 4 | 3 | 2462 | \$289,000 |
| 49 | 1212 Chamberlain Ave | Bakersfield | 93305 | 6 | Studio, 1 & 2 | 1 | 2,846 | \$289,900 |
| 50 | 1901 South Real Road | Bakersfield | 93309 | 4 | 2 | 1 | 3,149 | \$319,900 |
| 51 | 4300 White Lane | Bakersfield | 93309 | 4 | 3 | 2 | 4,531 | \$425,000 |
| 52 | 4700 Maybrook Ave | Bakersfield | 93313 | 4 | 2 & 3 | 1 & 2 | 4,459 | \$425,000 |
| 53 | 1813 Oregon Street | Bakersfield | 93305 | 10 | 1 & 2 | 1 | 4,531 | \$429,900 |
| 54 | 6134 Royal Coach Circle | Bakersfield | 93306 | 4 | 2 & 3 | 2 | 4,531 | \$455,000 |
| 55 | 8102 Laborough Drive | Bakersfield | 93311 | 4 | 2 & 3 | 2 | 4,392 | \$545,000 |
| 56 | 3440 Rustic Meadow Ct | Bakersfield | 93308 | 4 | 2 & 3 | 2 | 4,978 | \$570,000 |

Appendix I – Condominiums for Sale

*Source data for Appendix I came from the Southern California Multiple Listing Service web site <http://www.crmls.org>, January 2015; Loop Net's web site, <http://www.loopnet.com>, January 2015; Craig's List web site, <http://www.craigslist.org>, January 2015, Trulia's web site, <http://www.trulia.com>, January 2015; Hubzu web site, <http://www.hubzu.com>, January 2015; Bakersfield Home Hunter web site, <http://www.bakersfieldhomehunter.com>, January 2015; Best Buys of Bakersfield web site, <http://www.bestbuysofbakersfield.com>, January 2015; Zillow's web site: <http://www.zillow.com>, accessed January 2015; and Realtor web site, <http://www.realtor.com>, January 2015.

Appendix I – Condominiums for Sale

| Condominiums for Sale – January 2015 | | | | | | | | |
|---|--------------------------|-------------|------------|-----------------|--------------|--------------|--------------|--------------|
| No | Address | City | ZIP | Bedrooms | Baths | Units | Sq Ft | Price |
| 1 | 700 New Stine Road #3 | Bakersfield | 93309 | 1 | 1 | 1 | 1,257 | \$50,000 |
| 2 | 510 Real Road #3 | Bakersfield | 93309 | 2 | 2 | 1 | 1,120 | \$55,000 |
| 3 | 510 Real Road | Bakersfield | 93309 | 3 | 2 | 1 | 1,120 | \$65,000 |
| 4 | 2803 Oswell Street | Bakersfield | 93306 | 2 | 2 | 1 | 1,253 | \$69,000 |
| 5 | 2406 Christmas Tree Lane | Bakersfield | 93306 | 2 | 2 | 1 | 1,139 | \$69,500 |
| 6 | 3901 Union Ave | Bakersfield | 93305 | 1 | 2 | 1 | 1,328 | \$69,999 |
| 7 | 2626 Cleo Court | Bakersfield | 93306 | 2 | 2 | 1 | 1,392 | \$70,000 |
| 8 | 3811 Noel Place | Bakersfield | 93306 | 2 | 2 | 1 | 1,139 | \$73,000 |
| 9 | 3600 Ashe Road | Bakersfield | 93309 | 3 | 2 | 1 | 1,398 | \$73,500* |
| 10 | 2600 Chandler Court | Bakersfield | 93309 | 2 | 1 | 1 | 981 | \$75,000 |
| 11 | 510 Real Road | Bakersfield | 93309 | 3 | 3 | 1 | 1,120 | \$77,900 |
| 12 | 4004 Dana Street | Bakersfield | 93306 | 2 | 2 | 1 | 1,139 | \$78,500 |
| 13 | 3906 Dana Street | Bakersfield | 93306 | 2 | 2 | 1 | 1,139 | \$79,900 |
| 14 | 4701 Belle Terrace #E | Bakersfield | 93309 | 3 | 2 | 1 | 1,197 | \$79,950 |
| 15 | 510 Real Road | Bakersfield | 93309 | 3 | 2 | 1 | 1,120 | \$83,500 |
| 16 | 3333 El Encanto Court | Bakersfield | 93301 | 2 | 2 | 1 | 924 | \$84,900 |
| 17 | 5301 Demaret | Bakersfield | 93309 | 3 | 3 | 7 | 1,615 | \$89,500 |
| 18 | 5301 Demaret | Bakersfield | 93309 | 2 | 2 | 1 | 1,391 | \$89,500 |
| 19 | 4600 Beechwood Street | Bakersfield | 93309 | 2 | 1 | 1 | 1,167 | \$90,000 |
| 20 | 930 Olive Drive | Bakersfield | 93308 | 3 | 3 | 1 | 1,570 | \$90,000 |
| 21 | 930 Olive Drive | Bakersfield | 93308 | 3 | 3 | 1 | 1,510 | \$92,000 |
| 22 | 600 New Stine Road | Bakersfield | 93309 | 2 | 2 | 1 | 1,673 | \$94,900 |
| 23 | 4600 Beechwood Street | Bakersfield | 93309 | 2 | 2 | 1 | 853 | \$95,000 |
| 24 | 3600 Ashe Road #13 | Bakersfield | 93309 | 3 | 2 | 1 | 1,430 | \$99,000 |
| 25 | 3333 El Encanto Court | Bakersfield | 93301 | 3 | 2 | 1 | 378 | \$106,000 |
| 26 | 3604 Elm Street | Bakersfield | 93301 | 2 | 2 | 1 | 1,295 | \$110,000 |
| 27 | 600 New Stine Road | Bakersfield | 93309 | 3 | 2 | 1 | 1,260 | \$110,000 |
| 28 | 1000 Olive Drive | Bakersfield | 93308 | 3 | 2 | 1 | 2,858 | \$117,000 |
| 29 | 4812 Taurus Court | Bakersfield | 93309 | 3 | 3 | 1 | 1,377 | \$125,000 |
| 30 | 2842 Summit Circle | Bakersfield | 93306 | 2 | 2 | 1 | 1,742 | \$125,000 |
| 31 | 3030 18th Street | Bakersfield | 93301 | 2 | 2 | 1 | 1,302 | \$129,500 |
| 32 | 8000 Kroll Way | Bakersfield | 93311 | 1 | 1 | 1 | 2,955 | \$148,000 |
| 33 | 3625 Bernard Street | Bakersfield | 93306 | 3 | 3 | 1 | 1,422 | \$159,900 |
| 34 | 5600 Kirkside Drive | Bakersfield | 93309 | 3 | 2 | 1 | 2,480 | \$159,900 |
| 35 | 7330 Stockdale Hwy | Bakersfield | 93309 | 3 | 3 | 1 | 1,346 | \$160,000 |
| 36 | 912 Bermuda Street | Bakersfield | 93309 | 2 | 2 | 1 | 3,000 | \$165,000 |
| 37 | 6901 Courtside Circle | Bakersfield | 93309 | 2 | 2 | 1 | 3,240 | \$185,000 |
| 38 | 901 Bermuda Street | Bakersfield | 93309 | 2 | 2 | 1 | 3,000 | \$199,950 |
| 39 | 2323 Easthills Drive | Bakersfield | 93306 | 3 | 2 | 1 | 4,328 | \$219,500 |
| 40 | 2323 Easthills Drive | Bakersfield | 93306 | 2 | 3 | 1 | 4,400 | \$224,500 |

Appendix J – Commercial Units for Lease

*Source data for Appendix J came from the Loopnet web site <http://www.loopnet.com>, January 2015, and Southern California Multiple Listing Service web site <http://crmls.com>, January 2015.

Appendix J – Commercial Units for Lease

| Commercial Units for Lease – January 2015 | | | | | |
|---|-----------------------------|-------------|--------------------------------------|--------|-----------------|
| No | Address | City | Type | Sq Ft | Price Per Sq Ft |
| 1 | 3201 F Street | Bakersfield | Retail - Land | 26,000 | \$0.22 |
| 2 | 273 Sonora Street | Bakersfield | Industrial - Warehouse | 11,122 | \$0.30 |
| 3 | 930 Wible Road | Bakersfield | Industrial - Warehouse | 3,257 | \$0.30 |
| 4 | 1901 E. Brundage Lane | Bakersfield | Industrial - Warehouse/ Office | 91,012 | \$0.30 |
| 5 | 6901 District Blvd. | Bakersfield | Industrial - Warehouse | 45,532 | \$0.35 |
| 6 | 1400 Summer Street | Bakersfield | Industrial - Flex Space | 7,000 | \$0.36 |
| 7 | 184 - 186 Quantico Avenue | Bakersfield | Industrial - Warehouse | 4,750 | \$0.44 |
| 8 | 1117 E. 21st Street | Bakersfield | Industrial - Warehouse | 5,175 | \$0.48 |
| 9 | 3115 Sillect Avenue | Bakersfield | Industrial - Flex Space | 9,998 | \$0.50 |
| 10 | 4717 - 4725 District Blvd. | Bakersfield | Industrial - Manufacturing | 5,000 | \$0.50 |
| 11 | 6801 McDivitt Drive | Bakersfield | Industrial - Warehouse | 10,800 | \$0.50 |
| 12 | 1822 Norris Road | Bakersfield | Industrial - Warehouse - Office | 10,000 | \$0.50 |
| 13 | 6201 Schirra Court | Bakersfield | Industrial - Warehouse | 16,706 | \$0.53 |
| 14 | 415 20th Street | Bakersfield | Industrial - Warehouse | 6,536 | \$0.55 |
| 15 | 1901 Mineral Court | Bakersfield | Industrial - Warehouse | 8,041 | \$0.55 |
| 16 | 1519 32nd Street | Bakersfield | Industrial - Warehouse | 5,250 | \$0.57 |
| 17 | 430 21st Street | Bakersfield | Industrial - Warehouse | 5,200 | \$0.60 |
| 18 | 2501 Union Avenue | Bakersfield | Industrial - Warehouse | 36,000 | \$0.60 |
| 19 | 3029 Chester Avenue | Bakersfield | Industrial - Warehouse | 6,720 | \$0.60 |
| 20 | 3600 Pegasus Drive #8 | Bakersfield | Industrial - Warehouse | 3,600 | \$0.60 |
| 21 | 4425 E. Brundage Lane | Bakersfield | Industrial - Warehouse | 35,200 | \$0.60 |
| 22 | 4830 - 4842 Burr Street | Bakersfield | Industrial - Warehouse | 3,300 | \$0.60 |
| 23 | 1510 S. Chester Avenue | Bakersfield | Retail - Free Standing | 2,800 | \$0.60 |
| 24 | 6800 McDivitt Drive | Bakersfield | Industrial - Warehouse/Manufacturing | 25,600 | \$0.61 |
| 25 | 6600 McDivitt Drive | Bakersfield | Industrial - Warehouse/Office | 10,803 | \$0.62 |
| 26 | 2550 E. Belle Terrace | Bakersfield | Industrial - Flex Space | 36,200 | \$0.65 |
| 27 | 2900 E. Belle Terrace | Bakersfield | Industrial - Warehouse | 8,000 | \$0.65 |
| 28 | 2912 E. Belle Terrace | Bakersfield | Industrial - Warehouse | 8,000 | \$0.65 |
| 29 | 3556 Bowman Court | Bakersfield | Industrial - Warehouse | 14,770 | \$0.65 |
| 30 | 3600 Pegasus Drive | Bakersfield | Industrial - Warehouse | 6,800 | \$0.65 |
| 31 | 201 Mt. Vernon Avenue | Bakersfield | Industrial - Warehouse/Manufacturing | 15,250 | \$0.66 |
| 32 | 4920 Lisa Marie Court | Bakersfield | Industrial - Office/Dist Warehouse | 8,000 | \$0.67 |
| 33 | 917 34th Street | Bakersfield | Retail - Neighborhood Center | 6,000 | \$0.67 |
| 34 | 3331 Pegasus Drive | Bakersfield | Industrial - Flex Space | 9,900 | \$0.70 |
| 35 | 4525 New Horizon Blvd. | Bakersfield | Industrial - Flex Space | 6,000 | \$0.70 |
| 36 | 4609 New Horizon Blvd. | Bakersfield | Industrial - Flex Space | 3,120 | \$0.70 |
| 37 | 964 Carrier Parkway | Bakersfield | Industrial - Warehouse | 5,850 | \$0.70 |
| 38 | 1001 - 1017 Carrier Parkway | Bakersfield | Industrial - Warehouse | 20,146 | \$0.70 |
| 39 | 1030 Carrier Parkway Ave. | Bakersfield | Industrial - Warehouse | 12,000 | \$0.70 |
| 40 | 3910 S. Chester Avenue | Bakersfield | Industrial - Warehouse | 7,000 | \$0.70 |
| 41 | 6951 McDivitt Drive | Bakersfield | Industrial - Warehouse | 6,000 | \$0.70 |

| Commercial Units for Lease – January 2015 | | | | | |
|---|---------------------------|-------------|--------------------------------|--------|-----------------|
| No | Address | City | Type | Sq Ft | Price Per Sq Ft |
| 42 | 4500 Shepard Street | Bakersfield | Industrial | 6,050 | \$0.72 |
| 43 | 3700 Alken Street | Bakersfield | Industrial - Manufacturing | 8,050 | \$0.75 |
| 44 | 4836 Rosedale Lane | Bakersfield | Industrial - Manufacturing | 20,000 | \$0.75 |
| 45 | 1567 James Road | Bakersfield | Industrial - Warehouse | 3,000 | \$0.75 |
| 46 | 2309 South Union Avenue | Bakersfield | Industrial - Warehouse | 9,300 | \$0.75 |
| 47 | 2800 Pegasus Drive | Bakersfield | Industrial - Warehouse | 9,800 | \$0.75 |
| 48 | 6000 Schirra Court | Bakersfield | Industrial - Warehouse | 12,880 | \$0.75 |
| 49 | 3335 Henry Lane | Bakersfield | Industrial - Warehouse/ Office | 11,550 | \$0.75 |
| 50 | 2200 North Chester Avenue | Bakersfield | Retail | 6,635 | \$0.75 |
| 51 | 2030 Chester Avenue | Bakersfield | Retail - Street Retail | 7,146 | \$0.75 |
| 52 | 1340 Roberts Lane | Bakersfield | Retail - Strip Center | 6,584 | \$0.75 |
| 53 | 4800 Easton Drive | Bakersfield | Office | 6,240 | \$0.75 |
| 54 | 4840 East Brundage | Bakersfield | Industrial - Flex Space | 5,000 | \$0.76 |
| 55 | 8547 Pacheco Road | Bakersfield | Office - Flex Space/ Warehouse | 6,000 | \$0.76 |
| 56 | 8501 Pacheco Road | Bakersfield | Office - Flex Space | 6,000 | \$0.76 |
| 57 | 3405 State Road | Bakersfield | Industrial - Warehouse | 3,000 | \$0.77 |
| 58 | 3563 Landco Drive | Bakersfield | Industrial - Flex Space | 4,678 | \$0.80 |
| 59 | 946 - 948 Wible Road | Bakersfield | Retail | 2,400 | \$0.80 |
| 60 | 6801 White Lane | Bakersfield | Retail - Street Retail | 3,960 | \$0.80 |
| 61 | 4300 - 4600 Ashe Road | Bakersfield | Industrial - Warehouse/ Office | 6,396 | \$0.82 |
| 62 | 2601 South H Street | Bakersfield | Retail | 18,032 | \$0.83 |
| 63 | 3232 Rio Mirada Drive | Bakersfield | Industrial - Warehouse | 5,988 | \$0.85 |
| 64 | 5601 Aldrin Court | Bakersfield | Industrial - Warehouse | 14,945 | \$0.85 |
| 65 | 1824 Norris Road | Bakersfield | Office - Warehouse | 6,755 | \$0.85 |
| 66 | 1701 Stine Road | Bakersfield | Retail | 2,820 | \$0.85 |
| 67 | 1717 Golden State Highway | Bakersfield | Retail - Strip Center | 18,000 | \$0.85 |
| 68 | 1400 18th Street | Bakersfield | Office | 12,064 | \$0.85 |
| 69 | 2920 F Street | Bakersfield | Office | 9,259 | \$0.85 |
| 70 | 223 China Grade Loop | Bakersfield | Office - Medical Office | 9,000 | \$0.85 |
| 71 | 3600 Laborde Place | Bakersfield | Industrial - Warehouse | 9,636 | \$0.90 |
| 72 | 3615 Patton | Bakersfield | Industrial - Warehouse | 9,650 | \$0.90 |
| 73 | 19404 & 19408 Colombo St. | Bakersfield | Industrial - Warehouse | 12,000 | \$0.90 |
| 74 | 4705 New Horizon Blvd. | Bakersfield | Office - Warehouse | 1,842 | \$0.90 |
| 75 | 4105 Ming Avenue | Bakersfield | Retail - Community Center | 15,986 | \$0.90 |
| 76 | 651 H Street | Bakersfield | Office | 2,500 | \$0.90 |
| 77 | 238 18th Street | Bakersfield | Office | 1,090 | \$0.94 |
| 78 | 35312 Merle Haggard Drive | Bakersfield | Industrial - Warehouse | 6,500 | \$0.95 |
| 79 | 432 Truxtun Avenue | Bakersfield | Office | 1,850 | \$0.97 |
| 80 | 100 Minner Avenue | Bakersfield | Retail - Free Standing | 3,000 | \$0.99 |
| 81 | 3611 Stockdale Highway | Bakersfield | Retail - Office | 5,620 | \$0.99 |
| 82 | 6433 E. Brundage Avenue | Bakersfield | Retail - Strip Center | 5,332 | \$0.99 |

Appendix J – Commercial Units for Lease

| Commercial Units for Lease – January 2015 | | | | | |
|--|-----------------------------|-------------|--|--------------|------------------------|
| No | Address | City | Type | Sq Ft | Price Per Sq Ft |
| 83 | 7301 White Lane | Bakersfield | Special Purpose - Car Wash | 7,565 | \$0.99 |
| 84 | 3400 Unicorn Road | Bakersfield | Industrial - Flex Space - Office - R&D | 7,132 | \$1.00 |
| 85 | Meany/Verlan | Bakersfield | Industrial - Warehouse | 8,000 | \$1.00 |
| 86 | 7415 Meany Avenue | Bakersfield | Industrial - Warehouse | 9,900 | \$1.00 |
| 87 | 100 West Columbus Avenue | Bakersfield | Office - Retail | 4,565 | \$1.00 |
| 88 | 324 Oak Street | Bakersfield | Retail | 2,212 | \$1.00 |
| 89 | 700 Oak Street | Bakersfield | Retail | 6,975 | \$1.00 |
| 90 | 1901 N. Chester Avenue | Bakersfield | Retail - Free Standing | 4,000 | \$1.00 |
| 91 | 2900 Niles Street | Bakersfield | Retail - Neighborhood Center | 11,600 | \$1.00 |
| 92 | 35315 Merle Haggard Drive | Bakersfield | Retail - Office | 3,872 | \$1.00 |
| 93 | 1410 Wible Road | Bakersfield | Retail - Regional Center | 7,400 | \$1.00 |
| 94 | 3017 Wilson Road | Bakersfield | Retail - Restaurant | 4,168 | \$1.00 |
| 95 | 414 19th Street | Bakersfield | Office | 2,352 | \$1.00 |
| 96 | 1415 18th Street | Bakersfield | Office | 1,200 | \$1.00 |
| 97 | 1711 30th Street | Bakersfield | Office | 1,000 | \$1.00 |
| 98 | 4800 Easton Drive | Bakersfield | Office | 842 | \$1.00 |
| 99 | 1309 - 1311 Eye Street | Bakersfield | Office - Free Standing | 19,627 | \$1.00 |
| 100 | 3941 San Dimas Street | Bakersfield | Office - Medical Office | 768 | \$1.00 |
| 101 | 4614 - 4644 California Ave. | Bakersfield | Retail | 15,409 | \$1.05 |
| 102 | 725 - 729 Airport Drive | Bakersfield | Retail | 15,000 | \$1.10 |
| 103 | 4751 White Lane | Bakersfield | Retail | 19,912 | \$1.10 |
| 104 | 6629 - 6667 Ming Avenue | Bakersfield | Retail | 6,028 | \$1.10 |
| 105 | 6655 Ming Avenue | Bakersfield | Retail | 3,600 | \$1.10 |
| 106 | 1129 Olive Drive | Bakersfield | Retail - Neighborhood Center | 15,687 | \$1.10 |
| 107 | 3600 Wilson Road | Bakersfield | Retail | 27,600 | \$1.15 |
| 108 | 4128 Chester Avenue | Bakersfield | Retail | 5,800 | \$1.15 |
| 109 | 3950 Niles Street | Bakersfield | Retail - Strip Center | 3,522 | \$1.15 |
| 110 | 115 18th Street | Bakersfield | Office | 6,000 | \$1.15 |
| 111 | 1806 Chester | Bakersfield | Office | 16,107 | \$1.15 |
| 112 | 3551 Q Street | Bakersfield | Office - Medical Office | 4,200 | \$1.15 |
| 113 | 227 Roberts Lane | Bakersfield | Office - Retail - Strip Center | 300 | \$1.17 |
| 114 | 4300 Stine Road | Bakersfield | Office - Warehouse | 12,707 | \$1.20 |
| 115 | 1801 Planz Road | Bakersfield | Retail | 13,000 | \$1.20 |
| 116 | 2731 H Street | Bakersfield | Office | 1,375 | \$1.20 |
| 117 | 1525 19th Street | Bakersfield | Retail - Street Retail | 2,050 | \$1.22 |
| 118 | 3701 & 2651 Pegasus Drive | Bakersfield | Office - Showroom - Warehouse | 15,930 | \$1.25 |
| 119 | 1400 Brundage Lane | Bakersfield | Retail - Community Center | 1,034 | \$1.25 |
| 120 | 2303 S. Union Avenue | Bakersfield | Retail - Neighborhood Center | 30,934 | \$1.25 |
| 121 | 2401 N. Chester Avenue | Bakersfield | Retail - Neighborhood Center | 12,000 | \$1.25 |
| 122 | 1608 19th Street | Bakersfield | Retail - Restaurant | 1,884 | \$1.25 |
| 123 | 3401 Chester Avenue | Bakersfield | Retail - Restaurant | 2,387 | \$1.25 |

| Commercial Units for Lease – January 2015 | | | | | |
|---|------------------------------------|-------------|-----------------------------------|--------|-----------------|
| No | Address | City | Type | Sq Ft | Price Per Sq Ft |
| 124 | 2140 - 2180 Wible Road | Bakersfield | Retail - Strip Center | 4,158 | \$1.25 |
| 125 | 3013 F Street | Bakersfield | Retail - Strip Center | 1,200 | \$1.25 |
| 126 | 10530 Rosedale Highway | Bakersfield | Retail - Strip Center | 6,777 | \$1.25 |
| 127 | 620 34th Street | Bakersfield | Office | 1,920 | \$1.25 |
| 128 | 1000 Truxtun Avenue | Bakersfield | Office | 4,275 | \$1.25 |
| 129 | 1400 Chester Avenue | Bakersfield | Office | 2,700 | \$1.25 |
| 130 | 3819 Mt. Vernon | Bakersfield | Office | 1,000 | \$1.25 |
| 131 | 4100 Truxtun Ave., Ste 305 | Bakersfield | Office | 6,613 | \$1.25 |
| 132 | 4200 Buck Owens | Bakersfield | Office | 15,400 | \$1.25 |
| 133 | 4801 Truxtun Avenue | Bakersfield | Office | 1,700 | \$1.25 |
| 134 | 1701 Westwind Drive | Bakersfield | Office | 6,517 | \$1.27 |
| 135 | 1527 19th & Eye Street | Bakersfield | Office | 1,276 | \$1.30 |
| 136 | 820 34th Street | Bakersfield | Industrial - Flex Space | 10,154 | \$1.35 |
| 137 | 3150 Panama Lane | Bakersfield | Retail | 3,338 | \$1.35 |
| 138 | 3601 Ming Avenue | Bakersfield | Retail - Free Standing | 6,500 | \$1.35 |
| 139 | 4300 - 4555 Ming Avenue | Bakersfield | Retail - Neighborhood Center | 10,504 | \$1.35 |
| 140 | 1601 New Stine Road | Bakersfield | Office | 7,091 | \$1.35 |
| 141 | 2323 16th Street | Bakersfield | Office | 20,714 | \$1.35 |
| 142 | 1508 18th Street | Bakersfield | Office - Retail | 4,430 | \$1.36 |
| 143 | 5555 California Avenue | Bakersfield | Office - Institutional/Government | 4,401 | \$1.40 |
| 144 | 2611 - 2625 Oswell Street | Bakersfield | Retail - Neighborhood Center | 1,340 | \$1.40 |
| 145 | 9339 Rosedale Highway | Bakersfield | Retail - Neighborhood Center | 4,500 | \$1.40 |
| 146 | 3701 N. Sillect Avenue | Bakersfield | Office | 51,544 | \$1.40 |
| 147 | 5251 Office Park Drive | Bakersfield | Office - Institutional/Government | 4,235 | \$1.45 |
| 148 | 1405 Commercial Way | Bakersfield | Office | 2,526 | \$1.45 |
| 149 | 2525 Eye Street | Bakersfield | Office - Medical Office | 12,315 | \$1.45 |
| 150 | 2100 - 2120 24th Street | Bakersfield | Office | 1,628 | \$1.47 |
| 151 | 4200 Stine Road | Bakersfield | Retail | 4,000 | \$1.50 |
| 152 | 3767 Ming Avenue | Bakersfield | Retail - Community Center | 4,527 | \$1.50 |
| 153 | 6300 White Lane | Bakersfield | Retail - Neighborhood Center | 7,080 | \$1.50 |
| 154 | 3500 Truxtun Avenue | Bakersfield | Retail - Restaurant | 7,072 | \$1.50 |
| 155 | 4501 Stine Road | Bakersfield | Retail - Restaurant | 21,000 | \$1.50 |
| 156 | SWC Stockdale Highway & Allen Road | Bakersfield | Retail - Strip Center | 7,552 | \$1.50 |
| 157 | 3501 Mall View Road | Bakersfield | Retail - Strip Center | 32,586 | \$1.50 |
| 158 | 5101 Ming Avenue | Bakersfield | Retail - Strip Center | 7,637 | \$1.50 |
| 159 | 6401 White Lane | Bakersfield | Retail - Strip Center | 2,340 | \$1.50 |
| 160 | 35171 Merle Haggard Drive | Bakersfield | Retail - Strip Center | 6,000 | \$1.50 |
| 161 | 513 W. Columbus Street | Bakersfield | Office | 2,550 | \$1.50 |
| 162 | 4000 & 4040 Ming Avenue | Bakersfield | Office | 7,000 | \$1.50 |
| 163 | 3729 Stockdale Highway | Bakersfield | Office - Free Standing | 1,800 | \$1.50 |

Appendix J – Commercial Units for Lease

| Commercial Units for Lease – January 2015 | | | | | |
|---|----------------------------|-------------|---------------------------------------|--------|-----------------|
| No | Address | City | Type | Sq Ft | Price Per Sq Ft |
| 164 | 1800 30th Street | Bakersfield | Office | 22,300 | \$1.55 |
| 165 | 3616 Coffee Road | Bakersfield | Office | 4,368 | \$1.55 |
| 166 | 2019 21st Street | Bakersfield | Office - Medical Office | 2,856 | \$1.55 |
| 167 | 3941 San Dimas Street | Bakersfield | Office - Medical Office | 3,959 | \$1.55 |
| 168 | 1400 Easton Drive | Bakersfield | Office | 565 | \$1.59 |
| 169 | 1100 Mohawk Street | Bakersfield | Office | 1,706 | \$1.60 |
| 170 | 4520 California Avenue | Bakersfield | Office | 3,267 | \$1.60 |
| 171 | 5329 Office Center Court | Bakersfield | Office | 2,068 | \$1.60 |
| 172 | 300 Old River Road | Bakersfield | Office - Medical Office | 22,843 | \$1.60 |
| 173 | 3015 Calloway Drive | Bakersfield | Office - Retail | 10,829 | \$1.65 |
| 174 | 2677 Mt. Vernon Avenue | Bakersfield | Retail | 7,637 | \$1.65 |
| 175 | 2607 Haley Street | Bakersfield | Retail - Free Standing | 10,800 | \$1.65 |
| 176 | 1505 White Lane | Bakersfield | Retail - Neighborhood Center | 7,300 | \$1.65 |
| 177 | 3829 Panama Lane | Bakersfield | Retail - Neighborhood Center | 5,164 | \$1.65 |
| 178 | 110 New Stine Road | Bakersfield | Office | 10,789 | \$1.65 |
| 179 | 4700 Stockdale Highway | Bakersfield | Office | 2,285 | \$1.65 |
| 180 | 5201 California Avenue | Bakersfield | Office | 14,727 | \$1.65 |
| 181 | 5397 Truxtun Avenue | Bakersfield | Office - Medical Office | 6,115 | \$1.65 |
| 182 | 2635 Fashion Place | Bakersfield | Retail - Neighborhood Center | 3,364 | \$1.70 |
| 183 | 5405 Stockdale Highway | Bakersfield | Office | 2,961 | \$1.70 |
| 184 | 1525 Columbus | Bakersfield | Retail - Community Center | 4,500 | \$1.75 |
| 185 | 2665 - 2781 Calloway Drive | Bakersfield | Retail - Community Center | 10,633 | \$1.75 |
| 186 | 1018 Calloway Drive | Bakersfield | Retail - Free Standing | 5,600 | \$1.75 |
| 187 | 2697 Mt. Vernon Avenue | Bakersfield | Retail - Neighborhood Center | 1,739 | \$1.75 |
| 188 | 13061 Rosedale Highway | Bakersfield | Retail - Neighborhood Center | 1,950 | \$1.75 |
| 189 | 13075 Rosedale Highway | Bakersfield | Retail - Neighborhood Center | 3,500 | \$1.75 |
| 190 | 2720 Calloway Drive | Bakersfield | Retail - Strip Center | 1,521 | \$1.75 |
| 191 | 3605 Coffee Road | Bakersfield | Office | 1,050 | \$1.75 |
| 192 | 4800 Stockdale Highway | Bakersfield | Office | 1,503 | \$1.75 |
| 193 | 4900 California Avenue | Bakersfield | Office | 27,865 | \$1.75 |
| 194 | 4903 Calloway Drive | Bakersfield | Office | 1,150 | \$1.75 |
| 195 | 5001 California Avenue | Bakersfield | Office | 5,015 | \$1.75 |
| 196 | 5001 E. Commercenter Dr. | Bakersfield | Office | 15,381 | \$1.75 |
| 197 | 9500 Stockdale Highway | Bakersfield | Office | 12,652 | \$1.75 |
| 198 | 1010 Calloway Drive | Bakersfield | Office - Medical Office | 1,833 | \$1.75 |
| 199 | 1601 Mill Rock Way | Bakersfield | Office - Medical Office | 2,500 | \$1.75 |
| 200 | 3850 Riverlakes Drive | Bakersfield | Office - Medical Office | 3,355 | \$1.75 |
| 201 | 8327 Brimhall Road | Bakersfield | Office - Medical Office | 10,906 | \$1.75 |
| 202 | 9300 Stockdale Highway | Bakersfield | Office - Medical Office | 16,618 | \$1.75 |
| 203 | 9330 Stockdale Highway | Bakersfield | Office - Medical Office | 5,754 | \$1.75 |
| 204 | 4029 Coffee Road | Bakersfield | Office - R&D/Institutional/Government | 9,420 | \$1.78 |

| Commercial Units for Lease – January 2015 | | | | | |
|---|------------------------------|-------------|--|---------|-----------------|
| No | Address | City | Type | Sq Ft | Price Per Sq Ft |
| 205 | 2660 Oswell Street | Bakersfield | Retail - Strip Center | 2,800 | \$1.85 |
| 206 | 1200 Discovery Drive | Bakersfield | Office | 2,453 | \$1.85 |
| 207 | 4900 California Avenue | Bakersfield | Office | 4,652 | \$1.85 |
| 208 | 5080 California Avenue | Bakersfield | Office | 9,472 | \$1.85 |
| 209 | 5601 - 5603 E. Auburn Street | Bakersfield | Office | 10,200 | \$1.85 |
| 210 | 500 Old River Road | Bakersfield | Office - Medical Office | 8,705 | \$1.85 |
| 211 | 8331 Brimhall Road | Bakersfield | Office - Medical Office | 8,984 | \$1.85 |
| 212 | Parcel 2 Gribben Court | Bakersfield | Industrial Land | 6,000 | \$1.89 |
| 213 | 4715 Centennial Plaza Way | Bakersfield | Retail - Strip Center | 2,049 | \$1.90 |
| 214 | 5500 Ming Avenue | Bakersfield | Office | 654 | \$1.90 |
| 215 | 5016 California Avenue | Bakersfield | Office | 31,808 | \$1.95 |
| 216 | 5440 Stockdale Highway | Bakersfield | Retail - Anchor | 600 | \$2.00 |
| 217 | 3900 - 4300 Coffee Road | Bakersfield | Retail - Neighborhood Center | 3,540 | \$2.00 |
| 218 | 4450 Coffee Road | Bakersfield | Retail - Neighborhood Center | 4,800 | \$2.00 |
| 219 | 2401 Columbus Street | Bakersfield | Retail - Restaurant | 2,500 | \$2.00 |
| 220 | 5060 California Avenue | Bakersfield | Office | 16,412 | \$2.00 |
| 221 | Coffee Rd & Stockdale Hwy | Bakersfield | Office | 270,000 | \$2.10 |
| 222 | 1502 Mill Rock Way | Bakersfield | Office | 2,200 | \$2.15 |
| 223 | 5555 Truxtun Avenue | Bakersfield | Retail - Free Standing | 4,167 | \$2.25 |
| 224 | 2750 Ming Avenue | Bakersfield | Retail - Neighborhood Center | 1,791 | \$2.25 |
| 225 | 5001 Panama Lane | Bakersfield | Office | 11,904 | \$2.25 |
| 226 | 5555 Business Park South | Bakersfield | Office | 200 | \$2.25 |
| 227 | 9802 Stockdale Hwy #202 | Bakersfield | Office | 3,179 | \$2.25 |
| 228 | 4871 White Lane | Bakersfield | Retail | 6,500 | \$2.50 |
| 229 | 8200 Stockdale Highway | Bakersfield | Retail - Neighborhood Center | 1,786 | \$2.50 |
| 230 | 5016 California Avenue | Bakersfield | Office - Retail - Institutional/Government | 5,857 | \$2.60 |
| 231 | 4000 Ming Avenue | Bakersfield | Retail | 10,660 | \$3.00 |
| 232 | 9300 Stockdale Highway | Bakersfield | Office - Medical Office | 50,000 | \$3.25 |
| 233 | 9000 Ming Avenue | Bakersfield | Retail - Anchor | 4,072 | \$3.33 |

Appendix K – Commercial Units for Sale

*Source data for Appendix K came from Loopnet web site <http://www.loopnet.com>, January 2015, and Southern California Multiple Listing Service web site <http://crmls.com>, January 2015.

Appendix K – Commercial Units for Sale

| Commercial Units for Sale – January 2015 | | | | | |
|--|---------------------------|-------------|-------------------------------------|--------|-----------|
| No | Address | City | Type | Sq Ft | Price |
| 1 | 2715 Weedpatch Highway | Bakersfield | Retail - Restaurant | 393 | \$95,000 |
| 2 | 4704 Cottonwood Road | Bakersfield | Industrial - Flex Space | 1,306 | \$119,000 |
| 3 | 3650 Chester Avenue | Bakersfield | Industrial - Office Showroom | 5,200 | \$125,000 |
| 4 | 901 Espee Street | Bakersfield | Industrial - Manufacturing | 7,600 | \$149,500 |
| 5 | 214 Bernard Street | Bakersfield | Office | 2,702 | \$155,000 |
| 6 | 2225 D Street | Bakersfield | Office | 1,080 | \$159,500 |
| 7 | 231 H Street | Bakersfield | Office | 1,008 | \$162,500 |
| 8 | 416 Truxtun Avenue | Bakersfield | Office | 1,880 | \$175,000 |
| 9 | 1545 Olive Drive | Bakersfield | Industrial - Transit Hub | 1,873 | \$189,900 |
| 10 | 207 H Street | Bakersfield | Office | 1,937 | \$195,000 |
| 11 | 2101 16th Street | Bakersfield | Office | 1,289 | \$195,000 |
| 12 | 2710 L Street | Bakersfield | Office | 4,356 | \$195,000 |
| 13 | 3535 San Dimas #12 | Bakersfield | Office - Medical Office | 1,291 | \$225,000 |
| 14 | 400 Cottonwood Road | Bakersfield | Industrial - Manufacturing | 1,800 | \$229,990 |
| 15 | 2118 F Street | Bakersfield | Office | 2,325 | \$240,950 |
| 16 | 1501 E. 19th Street | Bakersfield | Industrial - Warehouse | 2,500 | \$250,000 |
| 17 | 126 Chester Avenue | Bakersfield | Office | 3,332 | \$265,000 |
| 18 | 4001 Union Avenue | Bakersfield | Office | 3,449 | \$289,000 |
| 19 | 1723 27th Street | Bakersfield | Office | 1,881 | \$295,000 |
| 20 | 1446 Cresmont Drive | Bakersfield | Office | 3,280 | \$295,200 |
| 21 | 525 E. 18th Street | Bakersfield | Retail - Vehicle Related | 1,500 | \$299,000 |
| 22 | 1329 California Avenue | Bakersfield | Industrial - Manufacturing - Retail | 4,020 | \$299,995 |
| 23 | 1600 S. Chester Avenue | Bakersfield | Retail - Street Retail | 4,000 | \$315,000 |
| 24 | 626 Bernard Street | Bakersfield | Retail - Strip Center | 1,800 | \$320,000 |
| 25 | 12426-A Jomani Drive | Bakersfield | Industrial - Warehouse | 3,010 | \$330,000 |
| 26 | 503 W. Columbus Street | Bakersfield | Office - Medical Office | 2,700 | \$345,000 |
| 27 | 101 S. Union Avenue | Bakersfield | Retail | 2,800 | \$349,000 |
| 28 | 240 Bernard Street | Bakersfield | Office/Retail | 2,736 | \$349,000 |
| 29 | 804 S. Union Avenue | Bakersfield | Retail - Restaurant | 1,825 | \$359,000 |
| 30 | 400 East 18th Street | Bakersfield | Industrial - Warehouse | 4,000 | \$385,000 |
| 31 | 513 W. Colombus Street | Bakersfield | Office | 2,550 | \$385,000 |
| 32 | 320 - 328 Kentucky Street | Bakersfield | Industrial - Manufacturing | 7,232 | \$395,000 |
| 33 | 13601 Rosedale Highway | Bakersfield | Office | 1,310 | \$395,000 |
| 34 | 1519 32nd Street | Bakersfield | Industrial - Warehouse | 5,250 | \$400,000 |
| 35 | 960 Baker Street | Bakersfield | Retail | 4,500 | \$405,000 |
| 36 | 3600 Pegasus Drive | Bakersfield | Office | 43,200 | \$420,000 |
| 37 | 2494 East Brundage Avenue | Bakersfield | Industrial Land - Transit Hub | 1,000 | \$425,000 |
| 38 | 4744 Weedpatch Highway | Bakersfield | Industrial Land - Flex Space | 1,200 | \$425,000 |
| 39 | 400 California Avenue | Bakersfield | Industrial - Warehouse | 14,000 | \$445,000 |
| 40 | 4300 - 4308 Armour Avenue | Bakersfield | Industrial - Warehouse | 5,000 | \$450,000 |
| 41 | 4600 Taft Highway | Bakersfield | Office | 4,626 | \$450,000 |
| 42 | 1800 S. Chester Avenue | Bakersfield | Retail - Free Standing | 4,044 | \$475,000 |

Appendix K – Commercial Units for Sale

| Commercial Units for Sale – January 2015 | | | | | |
|---|--|-------------|---|--------------|--------------|
| No | Address | City | Type | Sq Ft | Price |
| 43 | 5645 Auburn Street | Bakersfield | Office - Medical Office | 1,722 | \$475,000 |
| 44 | 54 Planz Road | Bakersfield | Industrial - Manufacturing - Land | 10,000 | \$495,000 |
| 45 | 1414 24th Street | Bakersfield | Retail - Free Standing | 4,028 | \$495,000 |
| 46 | 5301 Office Park Drive Suites 420 & 425 | Bakersfield | Office - Office Condo | 3,172 | \$500,000 |
| 47 | 223 China Grade Loop | Bakersfield | Office | 9,000 | \$525,000 |
| 48 | 1101 34th Street | Bakersfield | Industrial - Manufacturing | 6,000 | \$575,000 |
| 49 | 402 California Avenue | Bakersfield | Industrial - Warehouse - Street Retail | 10,025 | \$599,000 |
| 50 | 710 Bernard Street | Bakersfield | Retail - Strip Center | 9,455 | \$599,000 |
| 51 | 1100 Chester Avenue | Bakersfield | Office | 7,200 | \$615,000 |
| 52 | 10131 S. Enos Lane | Bakersfield | Industrial - Manufacturing | 6,000 | \$629,000 |
| 53 | 1648 Art Street | Bakersfield | Industrial - Manufacturing | 10,000 | \$649,000 |
| 54 | 1531 30th Street | Bakersfield | Retail - Office | 6,954 | \$650,000 |
| 55 | 1701 Stine Road | Bakersfield | Retail | 2,820 | \$666,468 |
| 56 | 1401 Calloway Drive | Bakersfield | Retail - Strip Center | 10,000 | \$675,000 |
| 57 | 805 19th Street | Bakersfield | Retail - Regional Center - Mall | 9,720 | \$749,000 |
| 58 | 1110 - 1122 19th Street | Bakersfield | Retail - Free Standing | 10,186 | \$750,000 |
| 59 | 8311 E. Brundage Lane | Bakersfield | Retail Land w/ Restaurant | 6,700 | \$799,000 |
| 60 | 3003 Calloway Drive | Bakersfield | Retail - Retail Land | 6,000 | \$825,000 |
| 61 | 33362 Lerdo Highway | Bakersfield | Industrial - Warehouse | 9,700 | \$885,000 |
| 62 | 501 Workman Street | Bakersfield | Office | 18,000 | \$915,000 |
| 63 | 2131 Mars Court | Bakersfield | Office | 7,596 | \$925,000 |
| 64 | 2831 & 2901 Gibson Street | Bakersfield | Industrial - Manufacturing | 21,549 | \$945,000 |
| 65 | 2800 Pegasus Drive | Bakersfield | Industrial - Warehouse | 9,800 | \$980,000 |
| 66 | 3201 South Chester Avenue | Bakersfield | Industrial - Self/Mini-Storage | 29,235 | \$1,200,000 |
| 67 | 3400 Calloway Drive | Bakersfield | Office - Medical Office | 5,400 | \$1,275,000 |
| 68 | 2010 O Street | Bakersfield | Office | 9,911 | \$1,299,000 |
| 69 | 820 22nd Street | Bakersfield | Industrial - Flex Space | 12,000 | \$1,300,000 |
| 70 | 3901 E. Brundage Lane | Bakersfield | Industrial - Warehouse | 33,500 | \$1,300,000 |
| 71 | 6000 Schirra Court | Bakersfield | Industrial - Warehouse | 15,747 | \$1,300,000 |
| 72 | 13121 S. Enos Lane | Bakersfield | Industrial - Manufacturing | 35,400 | \$1,300,000 |
| 73 | 2920 F Street | Bakersfield | Office - Medical Office | 26,759 | \$1,300,000 |
| 74 | 7110 - 7118 Rosedale Highway | Bakersfield | Industrial - Warehouse - Office | 9,900 | \$1,395,000 |
| 75 | 1810 Calloway Drive | Bakersfield | Industrial - Industrial Park | 1,304 | \$1,400,000 |
| 76 | 3500 Truxtun Avenue | Bakersfield | Retail - Office - Restaurant | 7,072 | \$1,400,000 |
| 77 | 1806 Chester | Bakersfield | Office | 16,107 | \$1,530,000 |
| 78 | 3430 Unicorn Road | Bakersfield | Office - Warehouse | 16,300 | \$1,550,000 |
| 79 | 4100 White Lane | Bakersfield | Retail - Free Standing | 13,500 | \$1,700,000 |
| 80 | 201 Mt. Vernon Avenue | Bakersfield | Industrial - Manufacturing | 15,250 | \$1,800,000 |
| 81 | 1921 24th Street | Bakersfield | Strip Center Retail | 9,640 | \$1,800,000 |
| 82 | 10111 Rosedale Highway | Bakersfield | Retail - Strip Center | 7,800 | \$1,832,040 |

Appendix K – Commercial Units for Sale

| Commercial Units for Sale – January 2015 | | | | | |
|--|---|-------------|--|---------|--------------|
| No | Address | City | Type | Sq Ft | Price |
| 83 | 2000 24th Street | Bakersfield | Office | 26,515 | \$1,950,000 |
| 84 | 1400 18th Street | Bakersfield | Office | 12,064 | \$2,000,000 |
| 85 | 8331 Brimhall Road | Bakersfield | Office - Medical Office | 8,984 | \$2,021,400 |
| 86 | 4200 Buck Owens | Bakersfield | Office | 15,400 | \$2,200,000 |
| 87 | 3449 Gibson Street | Bakersfield | Industrial - Warehouse | 23,860 | \$2,250,000 |
| 88 | 1525 19th Street | Bakersfield | Office - Office Building | 26,854 | \$2,350,000 |
| 89 | 1859-A&B Mineral Court | Bakersfield | Industrial - Manufacturing | 26,950 | \$2,500,000 |
| 90 | 110 New Stine Road | Bakersfield | Office | 10,789 | \$2,600,000 |
| 91 | 8700 Swigert | Bakersfield | Industrial - Flex Space | 22,400 | \$2,775,000 |
| 92 | 3550 Q Street | Bakersfield | Office - Office Business Complex | 34,910 | \$2,778,900 |
| 93 | 333 Palmer Drive | Bakersfield | Office | 23,800 | \$2,800,000 |
| 94 | 12625 Jomani Drive | Bakersfield | Industrial - Office Showroom - Warehouse | 20,000 | \$2,815,843 |
| 95 | 2140 - 2180 Wible Road | Bakersfield | Retail - Strip Center | 22,475 | \$2,850,000 |
| 96 | 1810 & 1820 Westwind Drive | Bakersfield | Office (2 Free Standing Buildings) | 17,490 | \$3,100,000 |
| 97 | 3401 Coffee Road | Bakersfield | Retail | 7,580 | \$3,688,500 |
| 98 | 8331 Kern Canyon Road | Bakersfield | Retail - Neighborhood Center - Swap Meet | 58,898 | \$4,200,000 |
| 99 | 5016 California Avenue | Bakersfield | Office | 31,808 | \$4,450,000 |
| 100 | 5401 Gasoline Alley Drive | Bakersfield | Industrial - Warehouse | 26,000 | \$4,500,000 |
| 101 | 5554 California Avenue | Bakersfield | Free Standing Building - Retail | 7,868 | \$4,643,000 |
| 102 | 4100 Truxtun Avenue | Bakersfield | Office - Medical Office | 27,263 | \$5,800,000 |
| 103 | 828 Real Road | Bakersfield | Hotel & Motel | 39,000 | \$5,995,000 |
| 104 | 209 Weedpatch Highway | Bakersfield | Retail - Transit Hub - Other | N/A | \$6,900,000 |
| 105 | 4800 White Lane | Bakersfield | Retail - Strip Center | 31,098 | \$7,360,000 |
| 106 | 3701 N. Sillect Avenue | Bakersfield | Office | 51,544 | \$9,100,000 |
| 107 | 4500 Buck Owens Boulevard | Bakersfield | Hotel & Motel | 100,000 | \$9,500,000 |
| 108 | 4701, 4725, 4741, 4831 & 4837 Panama Lane | Bakersfield | Retail - Strip Center | 47,888 | \$11,000,000 |

Appendix L – Project Management Plan (Right-of-Way Section)

PROJECT MANAGEMENT PLAN

(RIGHT-OF-WAY SECTION)

For The Centennial Corridor Project

Prepared for:
Thomas Roads Improvement Program

Prepared by:
Overland, Pacific & Cutler, Inc.

January 2015



TABLE OF CONTENTS

| | | |
|------------|--|----|
| 1.0 | Purpose and Scope Of Document | 4 |
| 2.0 | Project Set-Up and Early Project Administration | 5 |
| 2.1 | Staff Mobilization | 5 |
| 2.2 | Acquisition Site Office Responsibilities | 5 |
| 3.0 | Organizational Structure | 6 |
| 3.1 | Management Structure | 6 |
| 3.2 | Program Authority and Implementation | 7 |
| 3.2.1 | Establishment Of Just Compensation | 7 |
| 3.2.2 | Administrative Settlement Approvals | 7 |
| 3.2.3 | Initiation Of Condemnation | 7 |
| 4.0 | Project Real Estate Cost Estimates | 8 |
| 4.1 | Current Right of Way Impact Assumptions | 8 |
| 4.2 | Estimate Adjustments Through Project Progression | 8 |
| 5.0 | Right Of Way Program Schedule | 9 |
| 5.1 | Acquisition and Relocation Project Timeframe | 9 |
| 5.2 | Schedule Demands Unique To Project | 9 |
| 5.3 | Acquisition Progress Reporting and Management | 10 |
| 6.0 | Federal and State Legislative Authorities and Procedures | 11 |
| 6.1 | Federal Legislative Authorities | 11 |
| 6.2 | State Legislative Authorities and Procedures | 11 |
| 7.0 | Advance and Early Acquisition Planning and Implementation | 12 |
| 7.1 | Advance Acquisition Approval and Implementation | 12 |
| 7.2 | Early Acquisition Initial Planning | 13 |
| 7.3 | Early Acquisition Implementation | 14 |
| 8.0 | Property Acquisition Procedures | 15 |
| 8.1 | Acquisition Implementation Process | 15 |
| 8.1.1 | Ownership and Title Information | 15 |
| 8.1.1.1 | Title Update Process | 15 |
| 8.1.2 | Appraisal And Appraisal Review Process | 15 |
| 8.1.2.1 | Contractual Partners And Requirements | 15 |
| 8.1.2.2 | Appraisal Timeframes | 15 |
| 8.1.2.3 | Appraisal Report and Property Owner Policy | 16 |
| 8.1.2.4 | Fixtures and Equipment Appraisal Reports | 16 |
| 8.1.2.5 | Loss Of Business Goodwill Appraisal Reports | 16 |
| 8.1.2.6 | Appraisal Review | 16 |
| 8.1.3 | Fair Market Value | 16 |
| 8.1.4 | Environmental Testing | 17 |
| 8.1.4.1 | Contractual Partners | 17 |
| 8.1.4.2 | Phase 1 and Phase 2 Testing | 17 |
| 8.1.4.3 | Approval Authority | 18 |
| 8.1.5 | Negotiations With Tenants | 18 |
| 8.1.6 | Formal Negotiations Process | 18 |
| 8.1.6.1 | Lead Role In Negotiations | 19 |
| 8.1.6.2 | Document Preparation, Review and Approval | 20 |
| 8.1.6.2.1 | Document Control | 20 |
| 8.1.6.3 | Administrative Settlements | 20 |
| 8.1.6.4 | Escrow | 20 |
| 8.1.6.4.1 | Service Provider | 21 |
| 8.1.6.4.2 | Transaction Process | 21 |
| 8.1.6.4.3 | Document Preparation and Administration | 21 |
| 8.1.6.5 | Condemnation | 22 |
| 8.1.6.5.1 | Settlement and Filing Authority | 22 |
| 8.1.6.5.2 | Legal Settlements | 22 |
| 9.0 | Relocation Procedures | 23 |
| 9.1 | Program Implementation | 23 |
| 9.1.1 | Regulation Authorities | 23 |

| | | |
|-------------|--|-----------|
| 9.1.2 | Relocation Planning Activities..... | 23 |
| 9.1.3 | Distribution Of Relocation Benefits..... | 23 |
| 9.1.3.1 | Qualification Requirements..... | 23 |
| 9.1.3.2 | Benefits Analysis and Approval..... | 23 |
| 9.1.3.3 | Claims Processing and Approval..... | 24 |
| 9.1.3.4 | Benefits Tracking and Reporting Processes..... | 24 |
| 9.1.4 | Scope Of Advisory Services..... | 25 |
| 9.1.4.1 | Residential Advisory Services..... | 25 |
| 9.1.4.2 | Business Advisory Services..... | 25 |
| 9.1.4.3 | Anticipated Relocation Requirements..... | 26 |
| 9.1.5 | Case File Control..... | 26 |
| 9.1.5.1 | Required Documentation..... | 26 |
| 9.1.5.2 | Audit Review..... | 26 |
| 9.2 | Anticipated Relocation Impacts..... | 26 |
| 9.2.1 | Project Residential Displacements..... | 27 |
| 9.2.1.1 | Residential Replacement Housing Availability..... | 27 |
| 9.2.2 | Project Commercial Displacements..... | 27 |
| 9.2.3 | Displacement Area Demographics..... | 27 |
| 9.3 | Appeals Process..... | 28 |
| 9.3.1 | Legal Requirements and Regulating Authority..... | 28 |
| 9.3.2 | Program Procedures..... | 28 |
| 10.0 | Right Of Way Certification Process..... | 29 |
| 10.1 | Certification Oversight and Guidelines..... | 29 |
| 10.2 | Certification Approval Authority..... | 29 |
| 11.0 | Document Control..... | 30 |
| 11.1 | Parcel File Content and Organization..... | 30 |
| 11.2 | File Storage and Maintenance..... | 30 |
| 12.0 | Property Management..... | 31 |
| 12.1 | Managing Staff and Responsibilities..... | 31 |
| 12.2 | Demolition Control..... | 31 |
| 12.2.1 | Contractual Arrangements..... | 31 |
| 12.2.2 | Implementation and Reporting Requirements..... | 31 |
| 12.3 | Agency Owned Rental Property Policy..... | 32 |
| 12.3.1 | Calculating Rental Rates..... | 32 |
| 12.3.2 | Policy On Extended Possession..... | 32 |
| 12.3.3 | Reporting Process..... | 32 |
| 12.4 | Excess Land Inventory..... | 32 |
| 12.4.1 | Projected Excess Land Value..... | 32 |
| 12.4.2 | Tracking and Preparation Of Inventory..... | 33 |
| 12.4.3 | Policy On The Sale Of Excess Properties..... | 33 |
| 13.0 | Project Close Out..... | 34 |
| 13.1 | Managing Staff and Responsibilities..... | 34 |
| 14.0 | Appendices..... | 35 |
| | Appendix A: Advanced and Early Acquisition Regulations | |
| | Appendix B: Right Of Way Cost Estimates | |
| | Appendix C: Sample Impasse Letter | |
| | Appendix D: Sequenced Parcel Impacts Table | |
| | Appendix E: Acquisition Resource Allocation Schedule | |

1.0 PURPOSE AND SCOPE OF DOCUMENT

Purpose

The purpose of the right of way portion of the Project Management Plan (PMP) is to outline and detail the implementation and management of the Centennial Corridor Project's right of way program for Alternative B. It is to be used as a reference to the relevant policies and procedures employed throughout the program's duration in conjunction with the *Caltrans Right of Way Manual*, the City of Bakersfield's right of way policies and all relevant Federal and State laws and regulations cited herein.

Scope

This PMP will describe all aspects of the right of way acquisition and management process from initial design through certification and project closeout. Post certification activities such as property management, transferring property rights to Caltrans and disposing of excess land parcels will also be addressed. As each of the particular aspects of the acquisition and management plan are expounded, all body of laws, policies and procedures, and governing authorities will be cited where appropriate along with their relevance and scope.

2.0 PROJECT SET-UP AND EARLY PROJECT ADMINISTRATION

2.1 Staff Mobilization

OPC has produced an Acquisition and Resource Allocation Schedule in Appendix E to project the full time right of way acquisition and relocation staff necessary to deliver multiple projects the City is currently engaged in. As staffing needs increase, OPC anticipates that approximately 40% to 50% of its right of way staff will be provided by its Program Management Group (PMG) in Riverside for various acquisition and relocation support tasks. Staffing for property owner and tenant meetings and all levels of implementation management shall be provided locally out of OPC's Bakersfield office. Three projects in particular were evaluated in the Resource Schedule: the SR-178 Widening Project; the 24th Street Improvements Project; and the Centennial Corridor Project. Cumulatively, OPC staffing will increase from (5) to (10) full time personnel between now and June 2015, largely in preparation for project start-up tasks and pre-appraisal and planning activities related to the Centennial Corridor Project. From June 2015 to September 2016, a substantial increase in staffing from (10) to (15) agents is projected to initiate full implementation of the acquisition program for the Centennial Project. OPC intends to strategize with the Project Team to reduce the abrupt changes in staffing resource needs and develop measures to "level the curve," wherever possible.

2.2 Site Office Responsibilities

OPC has established a local site office in the City of Bakersfield to facilitate the right of way management team and project personnel responsible for negotiations with impacted property owners and tenants throughout the acquisition and relocation process. For acquisition meetings, the site office will serve to facilitate project management meetings, initial offer presentations, meetings with owner legal counsel, the execution of purchase and sale agreements, offer letters and other acquisition documents.

For those owners and tenants being displaced by the project, relocation claims processing, benefits presentations and other relocation functions will occur on site and other locations convenient to displacees of the project. Additionally, the office will serve as a meeting locale for varieties of Project Team Meetings including those with design leads, the public outreach team, City Counsel and right of way management and project sub consultants.

3.0 ORGANIZATIONAL STRUCTURE

The City of Bakersfield is the lead agency for this Thomas Roads Improvement Program (TRIP) project and responsible for oversight of all aspects of project delivery. Donald M. Anderson, Real Property Manager for the City, will be responsible to oversee the efforts of all partnering consultants and ensure project delivery.

OPC will be responsible for full implementation of the right of way acquisition and relocation process including all activities relating to strategic planning, right of way risk management, property negotiations, appraisal, residential, business and commercial billboard relocation, eminent domain coordination, project certification, property management and final project closeout. They will work under the supervision and guidance of the City of Bakersfield through project delivery.

3.1 Management Structure

An essential element to the Centennial Corridor Project is the formation of a right of way management team with the experience, technical knowledge and political awareness to meet all the goals and objectives of the project. Ms. Vicky Cook of OPC will serve as the Right of Way Project Manager and will assume overall responsibility for the execution of this PMP and all aspects of right of way delivery. Ms. Cook's duties will include the organization and tasking of assignments with City staff, management of OPC right of way staff and resources, and interfacing and coordinating with sub consultant firms (i.e. appraisal, appraisal review, environmental assessment, title and escrow services, property management and other services). Her project management responsibilities will also include coordinating daily right of way activities, preparing project reports, maintaining the project schedule, participating in coordination meetings, and representing the City in community and City Council meetings. The following team of professionals for OPC is responsible for the implementation of the right of way program:

- Joey Mendoza – Principal-in-Charge
- Craig Justesen – Director of Operation
- Vicky Cook – Program Manager
- Greg Brown – Acquisition Manager
- Darryl Root, SR/WA – Relocation Manager
- Min Saysay – Project Controls Manager
- Daniela Borbe – Property Manager

3.2 Program Authority and Implementation

3.2.1 Establishment of Just Compensation

The Uniform Act provides assurance to property owners that a public agency must present an offer of Just Compensation if it intends to acquire property for a public improvement project. Just Compensation is established by the public agency based on an independent appraisal analysis of the fair market value of each property.

In some instances where the valuation problem is considered non-complex and anticipated to be under \$10,000, the City may decide to seek an appraisal waiver per the *Caltrans Right of Way Manual*. In these cases, the City has authority to complete a market study of the interest needed and derive its own conclusion of fair market value without securing a statutory written appraisal and review appraisal prepared by a certified appraiser.

Once the City has completed its market analysis and derived at the value conclusion, the report undergoes an internal review process and establishes its opinion as the Fair Market Value. For those properties with an estimated value over \$10,000, an appraisal report and accompanying appraisal review report will be completed in compliance with federal and state regulations. The City of Bakersfield's City Manager has delegated authority from the City Council by resolution to approve the Amount of Just Compensation for \$40,000 and under. Approval of any Just Compensation established over \$40,000 shall be subject to City Council. The subsequent offer letter will be based upon this amount and presented to the property owner within a reasonable period of time.

3.2.2 Administrative Settlement Approvals

Administrative settlements are necessary to secure needed property interests when property owners have a reasonable disagreement with the public agency's determination of Just Compensation. It is often required of an agency to settle for more than the established Just Compensation when considerations such as project schedule demands, the increased costs of eminent domain proceedings and reasonable counter offer arguments of fair market value are presented by a property owner. For these and other reasons, the City has authority to approve administrative settlements based upon its own pre-determined approval process. Administrative settlements that are prepared by the right of way consultant shall be approved by the City Manager, subject to City Council approval. Approval shall rest on the respective City staff and shall comply with the City's administrative settlement policies. All Administrative Settlement forms shall be reviewed by the City's Real Property Manager and establish a reasonable justification for the settlement, with concurrence by the Council's legal counsel, where necessary.

3.2.3 Initiation of Condemnation

Every effort will be made to acquire real property by negotiated settlement purchase. No property owner will be required to surrender possession of real property without receiving the fair market value and just compensation to which they may be entitled. In the event that an agreement cannot be reached through negotiation, the City may initiate eminent domain proceedings in accordance with California law.

4.0 PROJECT REAL ESTATE COST ESTIMATES

In June 2012, the Project Team developed the Caltrans Right of Way Data Sheets to contribute to the project's financial modeling. For Alternative B, the total Right of Way Capital Costs, including supporting services fees, is approximately \$165,000,000. The right of way analysis portion includes land and improvements impacts, estimated severance damages, property owner, tenant and business relocation expenses, loss of business goodwill exposure, anticipated impacts to commercial billboards and other valuation considerations. For more details regarding the approach, assumptions and conclusions of this report, refer to the latest Caltrans Right of Way Data Sheets in Appendix B.

4.1 Current Right of Way Impacts Assumptions

The proposed project results in multiple full acquisitions because of the development of a new connector system linking SR-58 westward to Westside Parkway. All of the alternatives under consideration traverse through highly urbanized centers. Alternative B has substantial impacts including (293) full acquisitions comprising (215) single and multi-family residential units, (36) commercial operations and (42) vacant land or other parcels. The total partial acquisition count is (130) and includes (33) residential and multi-family parcels, (6) agricultural sites, (13) vacant land or other parcels, (15) commercial/industrial sites and (62) parcels requiring permanent or temporary construction easements only. Commercial/industrial sites impacted include retail outlets, mixed auto uses, a motel, a grocery store and office complexes. Additionally, flood channel land, open space and varieties of public land uses are impacted. The figures also include some City owned parcels that may require transfer of interests to Caltrans at project closeout. BNSF rail property will also be impacted between Madison Street and Cottonwood Road along the SR-58. The current total parcel count, not including City owned parcels, is at (399).

4.2 Estimate Adjustments Through Project Progression

Per the *Caltrans Right of Way Manual*, regular updates to the Caltrans Data Sheets are required throughout final design. As negotiations proceed, it will become necessary to reevaluate all right of way capital costs against the most current cost expenditure assumptions in light of evolving market conditions, appraisal determinations and administrative settlements. OPC will provide regular monitoring of this data to the City as an aid to modify and continually redevelop project financials.

5.0 RIGHT OF WAY PROGRAM SCHEDULE

5.1 Acquisition and Relocation Project Timeframe

The project is currently in the Project Approval/Environmental Document (PA/ED) Phase and is expected to receive CEQA/NEPA environmental approval in the spring/summer of 2015. The issuance of the E-76 was received in February 2014. The E-76 issuance was based on approval of Caltrans Early Acquisition authority for purchasing of properties identified in Appendix D: Sequenced Parcel Impacts Table. The agency anticipates going forward with selecting Alternative B as the Locally Preferred Alternative in February 2014 and Caltrans Right of Way Certification is expected in late 2016. A draft version of the acquisition schedule, including resource allocation, has been provided in Appendix E: Acquisition Schedule and Resource Allocation Table, for reference.

A significant component assisting the agency in proceeding with Early Acquisition purchasing is brought about by recent transportation legislation, (referred to as the “Map 21 Legislation”), designed to accelerate project delivery for Local Public Agencies. Specifically, Subtitle C, Section 1301, will modify existing law pertaining to Federal participation for agencies desiring to purchase properties prior to project environmental approval. The pertinent amendment is Section 108 of Title 23 of the United States Code. In it, Early Acquisition purchasing may qualify for Federal reimbursement versus a federal soft match as per the existing rule. Most of the qualifications listed are consistent with Caltrans Early Acquisition criteria and include, among others, that the agency demonstrate the purchase did not limit the meaningful selection of a reasonable alternative and that the properties not be acquired under the threat of eminent domain. At this time, implementation guidelines have not been provided to agencies for the application of these amendments but their development is anticipated soon.

5.2 Schedule Demands Unique to Project

The primary schedule demand facing the project is the high volume of complex, long lead commercial full take parcels required for project construction. Property types of note include retail strip centers; restaurants; mixed auto uses; public storage facilities and some light industrial sites. These parcels will require advanced mitigation planning in the acquisition effort and early relocation planning to accommodate unique displacement needs. Properties already earmarked for planning purposes include the full acquisition of the Independent Mercedes Service Center that impacts multiple office and industrial operations, the full acquisitions of Larson’s Food and Gas and Stockdale Podiatry Group - requiring special equipment relocation planning – and the long lead relocation of Payless Mini Storage. Additionally, the complex partial acquisitions of several operations will result in substantial parking reductions; these operations will be explored to address mitigation strategies that potentially redesign parking configurations, drive aisles and other site improvements. The displacement of multiple retail operations from the strip center owned by Wild West Shopping Center will also require careful planning to accommodate for competing replacement site needs and loss of business goodwill exposure to the City. Also prevalent on the project are multiple auto use sites requiring relocation of highly calibrated, industry-specific complex machinery which require particular replacement sites that make allowance for operational and zoning constraints. Many other parcels are worthy of advanced planning consideration and will be addressed with the Project Team as the acquisition process ensues.

Right of Way acquisition, along with utility relocation coordination, are the critical path activities that allow project improvements to be constructed. Unless the agency possesses the necessary fee and/or easement interests, or has entered into a Possession and Use Agreement (or its equivalent) with the property owner and/or tenant, construction activities cannot move forward.

5.3 Acquisition Progress Reporting and Management

In order to track the acquisition process over the course of the project, OPC will provide a bi-weekly status to the City to assist in monitoring project activities. The report will detail information relevant to the acquisition of each affected parcel including, but not limited to, contact information, relevant dates, appraisal information and a brief summary of salient negotiation points. Moreover, OPC's project management system will provide authorized users with twenty-four hour access to individual parcel acquisition details, the project document library, project scheduling information and other project reports.

6.0 FEDERAL AND STATE LEGISLATIVE AUTHORITIES AND PROCEDURES

6.1 Federal Legislative Authorities

At the Federal level, compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (the Uniform Act) and the Code of Federal Regulations (CFR) Section 49, Part 24, shall be adhered to. It is required of all local public agencies to adhere to the Uniform Act even if there is no federal monetary participation in the project. With respect to assuring compliance with NEPA guidelines in Early and Advance Acquisition activities, 23 CFR 771.117 for NEPA Categorical Exclusion will be adhered to. Additionally, should the agency seek federal reimbursement on Early Acquisition purchases, Section 108 of Title 3 and the “Map 21 Legislation” will be followed to assure federal participation.

6.2 State Legislative Authorities and Procedures

Federal participation in the TRIP requires delegated authority of the right of way program to the local District 6 Caltrans Office. As such, the *Caltrans Right of Way Manual* shall be followed throughout all relevant aspects of the project including appraisal, acquisition, relocation and condemnation proceedings. Program and project implementation policies such as administrative settlement approvals, establishment of Just Compensation, relocation claims approvals, document reviews and other related functions shall be done in accordance with the City’s acquisition procedures, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs (URA), and Moving Ahead for Progress in the 21st Century Act (MAP-21).

In the instances where legal proceedings are required to retain possession and property rights, the governing body of laws shall be the California Code of Civil Procedure Section 1240.010-1240.050 (Eminent Domain Code).

7.0 ADVANCE AND EARLY ACQUISITION PLANNING AND IMPLEMENTATION

7.1 Advance Acquisition Approval and Implementation

The Project Team is moving forward with qualifying and purchasing Advance Acquisition parcels as identified in Appendix D: Sequenced Parcel Impacts Table, effective immediately. The volume of parcels present on the project necessitates advanced purchasing prior to ROD to accommodate the project schedule. Per State and Federal guidelines regarding Advance Acquisition purchasing, all transactions must be voluntary and without the use of condemnation until after the project receives environmental clearance. Eligible parcels are determined on an individual basis, categorized appropriately, and presented to the local Caltrans District 6 Office for approval. Those properties that are approved and purchased are assured of a Federal reimbursement for all acquisition costs incurred.

The following is an outline describing the primary steps in the implementation of federal policies and procedures for Advance Acquisition as defined by 23 CFR 710.503 and the *Caltrans Right of Way Manual*. Further, Advance Acquisition policies and procedures will be implemented in compliance with the Uniform Act and 23 CFR 771.117 for NEPA Categorical Exclusion.

- 1) Categorization of Potential Advance Acquisition
 - a) Open Market Transactions - Conduct visual inspection of all core parcels where a full acquisition is required to identify properties actively advertised for sale to the general public. Properties offered for sale on the open market may be pursued for purchase as “Open Market Transactions.”
 - b) Hardship Acquisition - Evaluate inquiries from property owner(s) desirous of selling their property to the City as a result of unusual personal circumstances of an owner adversely affected by the proposed project which cannot be solved by the owner without acquisition by the City.
 - c) Protection – Evaluate properties whereby the prompt acquisition is required to prevent development, which would cause substantially higher acquisition or construction costs if the acquisition is deferred.
- 2) Preparation and submission of documents for qualification of Advance Acquisition to the City, Caltrans and FHWA.
- 3) Upon approval of Advance Acquisition from the appropriate agencies, initiation of the appraisal and acquisition process will proceed as follows:
 - a) Secure preliminary title report to determine property vesting and title conditions requiring removal.
 - b) Secure Environmental Site Assessment (Phase I and Phase II) to determine the presence and extent of hazardous contamination on the property.

- c) Obtain fee appraisal and appraisal review reports of the subject property to determine the amount of fair market value. Submit completed appraisal reports to Caltrans, FHWA and the City for acceptance.
- 4) Upon approval of Just Compensation from the City, negotiations to purchase the subject property will commence with the property owner.
- 5) Upon receipt of written agreement with the property owner, the acquisition documents will be submitted to the City for approval.
- 6) Perform relocation assistance services to displaced occupants and coordinate the relocation of their operation/household to a replacement property.
- 7) Proceed with escrow and title clearance activities.
- 8) Perform property management services, if necessary, for any tenants remaining following the acquisition of the subject property.

Advance Acquisition Categorical Exclusions include Hardship, Protection and Environmental Mitigation. A Hardship Acquisition occurs when an agency acquires property from an owner requesting relief from some form of undue challenges or adversity caused by the project. The property owner applies in writing and provides written documentation which justifies acquisition of their entire property on the grounds that due to health, safety, and/or financial reasons, remaining in the property poses an undue hardship on him/her. Hardship acquisitions are permissive and not mandatory. When the agency accepts and concurs with a hardship acquisition request, the agency is not required to accelerate condemnation if there is no agreement on price.

The Categorical Exclusion of a Protection Acquisition is one initiated by the acquiring agency to prevent the imminent development, or in some cases, the imminent redevelopment of a property located in an upcoming transportation project. The acquiring agency must demonstrate that if the property owner is allowed to develop or redevelop property to a more intensive use, it will limit future transportation choices on the proposed project by making acquisition of the parcel either cost prohibitive or time prohibitive. An increase in cost is the most generally accepted justification for protection purchases.

Properties purchased for environmental mitigation purposes are selected on the basis that significant environmental remediation efforts need to be undergone in advance of environmental clearance in order to prepare the property for project purposes. The Centennial Corridor Project does not appear to have any legitimate property candidates for this exemption, but further project research may reveal its efficacy.

7.2 Early Acquisition Planning

Caltrans' authorization of early acquisition is instrumental in mitigating several significant risks and challenges on the Centennial Corridor Project including implementing a high volume acquisition and relocation program, acquiring complex and long-lead commercial operations, a significant residential relocation process, and acquiring parcels whose owners and tenants have been adversely affected by depressed market conditions. From the onset of the project, one of

the key objectives to mitigating these challenges and project risks is implementing a thoughtful, well-planned Early Acquisition strategy.

Accordingly, the City received Early Acquisition approval from FHWA and Caltrans for all parcels identified in Appendix D: Sequenced Parcel Impacts Table. A prior major milestone accomplished toward prior to the approval for Early Acquisition was the establishment of a Locally Preferred Alternative, which occurred in November 2012. The Project Team developed a list of “Core” parcels as the first tier group of properties to be acquired for the request for Early Acquisition authority approved by FHWA and Caltrans. “Core” parcels are full acquisitions in every alternative under consideration and assure that the agency’s purchasing activities do not bias a particular alignment being considered. It is important to note, however, that Early Acquisition guidelines per the *Caltrans Right of Way Manual, Chapter 5*, allow the lead agency to acquire all full acquisitions and most partial acquisitions only after a Locally Preferred Alternative (LPA) has been selected and the required environmental studies are complete. These two requirements are part of a larger list of 16 project-specific prerequisites the project must attain, in addition to providing a specific work plan on how the agency intends to acquire each parcel. (See Appendix A: Advance and Early Acquisition Regulations for details on these particular criterions). Early Acquisition approval is project wide, yet the agency is directed to take care in acquiring properties that will in no way hinder the meaningful selection of a specific alignment and thereby bias the project’s environmental review.

7.3 Early Acquisition Implementation

All property rights and program implementation shall be under the same State and Federal laws and procedures for Early Acquisition as the Post-ROD acquisition process. Fee title to the property shall be taken in the name of the LPA, not the State and free and clear of all encumbrances. The *Caltrans Right of Way Manual* would be followed throughout all relevant aspects of the project including appraisal, environmental site assessment, negotiations, title clearance and project closeout. Notable exceptions to the process include the need for the agency to notify property owners in writing that the acquisition is on a voluntary basis and that condemnation proceedings cannot be employed until after the project receives environmental clearance. Additionally, it is recommended that all acquired property not be significantly altered prior to environmental clearance, including initiating any demolition and clearance activities.

8.0 PROPERTY ACQUISITION PROCEDURES

The following is the acquisition work plan for acquiring all properties for the Centennial Project. As noted, this process adheres to the Uniform Act and the *Caltrans Right of Way Manual* for Caltrans oversight projects. With some exceptions noted above, the requirements of purchasing properties and relocating businesses and residents are identical for Early, Advance and Post-ROD (formal) acquisition guidelines.

8.1.1 Ownership and Title Information

Each acquisition file will contain title information in sufficient detail to identify present ownership and describe any liens or encumbrances that may impact the public agency's interest. Temporary permissive rights may only require copies of vesting documents provided by local title companies with verification by field negotiation staff. All permanent interests or interests requiring the preparation of legal descriptions will necessitate the issuance of preliminary title reports from a local title company. The liens and encumbrances identified in each report will be investigated to determine whether they have any impact on the proposed use of the interest required. An abstract of title exceptions to be taken "subject-to" and "to be cleared" may be prepared by right of way management staff. Copies of each preliminary title report and all exceptions to title will be stored in OPC's project management database.

8.1.1.1 Title Update Process

In order for the City to obtain free and clear title to the required properties, and transfer the necessary property rights to Caltrans, each preliminary title report will be updated annually when particular circumstances provide justification for doing so. Upon the closing of escrow, OPC will cause the issuance of a Policy of Title Insurance naming the City as the fee owner of the subject property free and clear of any adverse liens and encumbrances.

8.1.2 Appraisal and Appraisal Review Process

8.1.2.1 Contractual Partners and Requirements

Regarding the coordination of appraisal services on the project, Overland Pacific & Cutler (OPC) will be managing all sub-consultants for appraisal, appraisal review, fixtures and equipment appraisal and loss of business goodwill appraisals. The following is a list of all on-call appraisal firms to be utilized on the project:

Fee Appraisers and Appraisal Reviewers - TBD

Fixtures and Equipment Appraiser - TBD

Goodwill Appraisers - TBD

8.1.2.2 Appraisal Timeframes

After obtaining the preliminary title report, a Notice of Decision to Appraise will be sent to the property owner. This letter will inform the owner of the City's interest in acquiring the property, along with the owner's rights and protections afforded by law. Moreover, the letter informs the owner of the agency's intent to acquire the property, and provides the opportunity for either the owner or his or her representative to be present during the appraiser's inspection.

The fee appraisal of residential properties is anticipated to take between 45 and 60 days, with the review appraisal taking approximately 15 to 30 days. The fee appraisal of commercial properties is expected to take between 60 and 90 days, with the review appraisal taking approximately 30 days. For highly complex commercial and industrial properties, an additional four to six weeks should be added to the fee and review appraisal process. All appraisal reports will be submitted to Caltrans for review, which may take up to one month. Finally, the City will review all appraisals and arrive at the determination of just compensation within two weeks.

8.1.2.3 Appraisal Report and Property Owner Policy

Typically, agencies do not provide a copy of the full appraisal report to owners based on the advice of their legal counsel. However, in accordance with California Streets and Highway Code Section 102, the City is required to furnish the property owner with a full copy of the approved appraisal report at the time of its written offer. Further, recent California legislation has mandated that a property owner may request and obtain a reimbursement of up to \$5,000 for obtaining their own independent appraisal performed by an OREA-certified appraiser.

8.1.2.4 Fixtures and Equipment Appraisal Reports

Most non-residential properties that are occupied by businesses potentially impacted by the proposed acquisition will need an analysis of the value of the fixtures and equipment impacted by the taking. A separate fixtures and equipment appraiser will be retained to work in concert with the real estate appraiser to properly categorize all realty items whether immovable or movable. The values of improvements pertaining to the realty will be separately appraised from the real estate for ease of making offers to the proper party. The fixtures and equipment appraiser will also provide a list of movable items, and if requested, will provide a value to aid in the relocation process.

8.1.2.5 Preliminary Loss of Goodwill Reports

Full or partial acquisitions impacting business operations create the potential for claims for loss of business goodwill against the public agency. Consequently, the agency will take proactive steps toward establishing a benchmark valuation in the “before” condition and, to the greatest extent possible, determine the potential for a loss of business goodwill in the event an owner of a business claims such a loss. Typically, these preliminary loss estimates will be secured after offers to purchase are presented to the fee owner and during the tenant acquisition process.

8.1.2.6 Appraisal Review

All fee appraisals will be sent to independent appraisers for review. City-approved appraisers not involved in the preparation of the original fee appraisal will perform the review appraisals. Once the review appraisals have been completed and concur with the appraisal report on value, OPC will send the completed appraisal report to Caltrans for approval in compliance with applicable laws and regulations. After Caltrans review and approval, the report will be forwarded to the City for final approval and determination of just compensation.

8.1.3 Fair Market Value

According to the State of California Code of Civil Procedure the fair market value of a property is “the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing and able to buy but under no particular necessity for doing so, each dealing with the other with full knowledge of all the uses and purposes for which the property is

reasonably adaptable and available.” The appraisal, appraisal review and Caltrans review processes are designed to ensure that each property owner is presented with an offer that reflects the fair market value of the interest needed for the project. Once an agency arrives at a value it believes is ‘fair market value’, the agency makes a determination of ‘just compensation’ and prepares and presents the offer accordingly.

8.1.4 Environmental Testing

The current plan for the completion of Phase I and Phase II environmental testing is to prepare the studies prior to and/or concurrent with the appraisal or process during the acquisition timeframe. The City’s appraisers will be appraising all properties “as if clean” and all adjustments to just compensation due to required environmental remediation work will be made prior to the conclusion of negotiations. Updates to appraisals incorporating the subsequent remediation figures will be secured as necessary for settlement purposes or in preparation for Eminent Domain proceedings.

8.1.4.1 Contractual Partners

Parsons has contracted with several professional environmental assessment consultants that will perform Phase I & Phase II studies, as needed. They are as follows:

1. TBD
2. TBD

8.1.4.2 Phase I and Phase II Testing

When acquiring properties for transportation (or transportation-related) projects, it is the City’s policy to fully consider all aspects of potentially hazardous waste sites to adequately protect its employees, workers, and the community prior to, during, and after construction.

The City strives to identify, investigate, and clean-up sites at the earliest opportunity during the project development process. Under a normal project development sequence, the entire process is completed in accordance with applicable governmental hazardous waste requirements.

The City will ask property owners to participate in the property investigation process, to agree to an interview, and to provide information on the history of the land use. In addition to verbal authorization, the City may elect to secure a Right of Entry permit (ROE) from the property owner in order to access the site for examination. The following details the primary steps in the Phase I and Phase II environmental process.

Every project that includes significant excavation, structure demolition or modification, or the purchase of new right of way, will require an Initial Site Assessment to determine if known or potential contamination is present within the project limits. The required components of a Phase I test are:

1. Records Review: to determine past uses and history of property and adjacent sites.
2. Site Reconnaissance: to verify current site conditions and observe changes from historical aerial photos.

3. Conduct Interviews: talk to current and past landowners, site neighbors, regulators, municipal interests, etc., to obtain further info on site history.
4. Written report to present findings
5. Generally, no physical sampling takes place; however, asbestos and/or lead analysis may be added to scope.

Phase II – Typically conducted when a Phase I, or common knowledge, suggests the presence of onsite or adjacent site contamination. The goals of a Phase II investigation are:

1. Assess types of contaminants
2. Assess vertical and lateral limits of contamination
3. Estimate volume of impacted media (soil or groundwater)
4. Determine whether the contamination is migrating on or off site

A Phase II investigation is typically performed after completion of a Phase I report, but may be performed in concert with the Phase I report when the Agency believes there is a high probability of contamination on the site.

8.1.4.3 Approval Authority

Once the contracted environmental firm determines the level of environmental impact to a particular property, the City shall make all final determinations regarding the implementation of an environmental remediation strategy, if any is desired, and the effect such remediation has upon property owner appraisal, negotiations, or settlements. The City shall be assisted in this effort primarily through the City's Director of Environmental Services, Howard G. Wine, and the relevant OPC right of way management staff.

8.1.5 Negotiations with Tenants

The City's initial offer to purchase real estate and fixtures and equipment will be presented to the fee owner of the property irrespective of any determination of ownership apportionment between the fee owner and any leasehold owner interest. Once an offer to acquire has been presented, a notification letter will be delivered to any tenant with a recorded interest notifying them of their possible right to file a claim. Unless other arrangements are made with the fee owner, OPC will initiate concurrent negotiations with any impacted tenant to secure quitclaims of interests or estoppel certificates for any purchased equipment.

8.1.6 Formal Negotiations Process

In conjunction with Caltrans and Federal regulations, the City has established certain land acquisition procedures that are followed for the acquisition of property by the City, or by any person having an agreement with or acting on behalf of the City. These procedures apply to the Advance Acquisition process as well as Early and Post ROD phases. The following outlines the City's formal negotiations process for a typical acquisition.

1. Notification to owner of a decision by the City to appraise property.
2. Decision or determination to acquire property by the City, or a decision by the City not to acquire the property. Submittal to the owner of a written offer to acquire property, or notification to the owner of the decision not to acquire the property.

3. Presentation of a formal offer to acquire the property along with a written statement of the basis for determination of just compensation and a copy of the City's Fee and or Fixtures and Equipment appraisal. Each offer will contain a brochure which generally explains the following property acquisition procedures:
 - A. The property owner, or his representative designated in writing, shall be given the opportunity to accompany the appraiser selected by the City during the inspection of the property.
 - B. Relocation benefits will be presented, as may be necessary or appropriate for the relocation of residents, or businesses. Potential relocatees will be required to self-certify that they are lawfully present in the United States as a prerequisite to receive relocation benefits.
 - C. If the owner of real property is also the owner of a business conducted on the property to be acquired, or on the remainder, the owner may have a right to an apportionment of the award of just compensation or for compensation for loss of business goodwill. Business owners will be provided with a copy of the pertinent provisions of the Code of Civil Procedure relating to compensation for loss of goodwill along with instructions to assist them with filing a claim.
 - D. If the property is acquired, construction or development of a project on the site will be scheduled, to the greatest extent practicable, so that no person lawfully occupying the real property shall be required to move from a dwelling or to move his business or farm operation without at least 90 days written notice from the City from the date the move is required.
 - E. If the City makes arrangements to rent the property to an owner or his tenant for a short term, or for a period subject to termination by the City on short notice, the rental rate will not exceed the lesser of the fair rental value of the property to a short term occupier or the pro rata portion of the fair rental value for a typical rental period. If the owner or tenant is an occupant of a dwelling on the property, the rental rate for the dwelling shall be within his financial means.
4. Good faith negotiations with the property owner, for an appropriate amount of time, is needed to adequately address all legitimate issues. If the owner is not satisfied with the City's offer of just compensation, they will be given a reasonable opportunity to present relevant material including owner's own appraisal supporting a counter offer for the City to consider. Information will be provided to each impacted property owner identifying the requirements and compensation or reimbursement for securing their own appraisal.

8.1.6.1 Lead Role in Negotiations

OPC has been contracted to take the leading role in all aspects of the acquisition and negotiation process as outlined in this report. The City shall provide program oversight and assist in decisions related to the negotiations process.

8.1.6.2 Document Preparation, Review and Approval

OPC, working in conjunction with the City, will determine the appropriate documents required for the acquisition, relocation and property management stages through project delivery. It is understood that OPC will draft documents and present them to the City for review, editing and approval. Depending on the nature and scope of the documentation being reviewed, edited and/or drafted, the City will be advised of the necessary changes and the appropriate approvals from the agency will be secured. OPC, unless directed otherwise, shall be the primary administrator of document delivery and facilitator of document review and approval.

8.1.6.2.1 Document Control

OPC will store all documents on their local server and provide documentation to the City as requested. Hard copies of documents will also be kept in the project files and stored at the local Bakersfield OPC office. All hard copies of contracts, individual parcel information and general project information shall be stored at OPC's Long Beach headquarters for 5 years following project close-out.

8.1.6.3 Administrative Settlements and Justification

Any agreement on the value of a particular property interest required for the project that differs from the City's determination of just compensation shall require an Administrative Settlement. The Administrative Settlement document, drafted by OPC and approved by the City, shall provide a brief detail of the negotiations history, the amount requested above the City's determination of just compensation, and a reasonable justification of the additional amount being requested.

Justification is required in order to ensure the owner was not a party to undue enrichment and to provide rationale to the applicable State and Federal Agencies demonstrating that a reasonable opinion of fair market value has been reached. Updates in market data, a different analysis method employed by the owner, and other relevant factors will be included in the justification. Additionally, agency cost avoidance reasons may be cited such as settling in lieu of delaying the construction schedule or avoiding increased labor, appraisal and legal costs associated with eminent domain proceedings.

8.1.6.4 Escrow

The purpose of escrow is to ensure that the title and ownership of properties and property interests acquired by the City are free and clear of liens and encumbrances that will adversely affect the use of the property for the Project. The City will employ the services of an escrow company in any transaction that involves the acquisition of property or property interests. However, escrow services are not characteristically employed in the cases of non-complicated Temporary Construction Easements. Escrow instructions detailing the procedural requirements of clearing and transferring title and administering payment(s) will include the following information: proper identification of the property interests being acquired, a list of enclosures, such as a deed or lease, instructions on the conditions necessary for escrow to close and a title

insurance policy to be issued, a statement showing which title exceptions will be accepted by the City, an instruction as to the disposition of taxes and an authorization to pay the proper demands from lien holders and pay the balance to the grantors.

Before the close of escrow, the escrow company will obtain from the grantors their Tax Identification Number, Social Security Number or Federal Employer Identification Number. OPC will ensure that all documents and payments required for escrow closing be delivered as scheduled. Finally, when it has been determined that all the necessary instruments to clear title in the manner required by the escrow agreement have been executed and recorded, escrow shall close and taxes shall be pro-rated or properly segregated upon recordation of the deed conveying the property to the City.

8.1.6.4.1 Service Providers

The following is a list of vendors that the City has approved to provide title and escrow services. Additional firms will be utilized as transactions call for particular needs.

- 1. Chicago Title**
4015 Coffee Road
Bakersfield, CA 93308
(661) 410-4734
- 2. First American Title**
8500 Stockdale Highway #190
Bakersfield, CA 93311
(661) 617-1464
- 3. Commonwealth Land Title**
4100 Newport Place Dr. Ste. 120
Newport Beach, CA 92660
(949) 724-3163

8.1.6.4.2 Transaction Process

Once a purchase and sale agreement has been executed to submit all required documents and deposit the necessary funds for closing with an approved escrow company. Upon payment of funds and satisfaction of escrow conditions, escrow will close and the conveyance documents will be recorded with the County Recorder's office, thus concluding the transfer of title. The City will use its panel of pre-qualified title and escrow firms to fulfill the needs of the project. Once an escrow account has been opened, commercial properties are anticipated to close within 60 - 90 days, while residential properties are projected to close within 45 - 60 days.

8.1.6.4.3 Document Preparation and Administration

OPC will also research title concerns that may prevent conveyance of the required property interest to the City and work with property owners and the chosen escrow company to clear title exceptions expeditiously. Document preparation for this activity will be a collaborative effort between OPC, the property owner, the participating escrow company and, when necessary, the City's legal counsel. In instances where title and

conveyance decisions are needed, the City and its legal counsel shall make the determination.

8.1.6.5 Condemnation

8.1.6.5.1 Settlement and Filing Authority

Eminent domain proceedings are initiated by submitting an impasse letter (included as Appendix C: Sample Impasse Letter) and Resolution of Necessity request to the City Council for approval. Depending on the sequencing of acquisition, Resolutions of Necessity authorizing condemnation may be prepared for either individual parcels or groups of parcels. The Resolution is prepared by legal counsel, which will also provide assistance in supporting evidence to secure approval. Per Caltrans guidelines, the City will issue a Resolution of Necessity Hearing Notice at least 15 days before the City Council's hearing date notifying the property owner of the impending hearing. Prior to issuing this notice, the City must make a statutory written offer to purchase the property for the full amount of just compensation. It is a prerequisite of the exercise of eminent domain to attempt to reach an agreement with an owner as to reasonable value of the property, unless the owner cannot be located with reasonable diligence. All reasonable attempts to negotiate a settlement will be pursued prior to litigation.

The eminent domain process will be managed by the City's legal counsel. The City's Real Property Manager will furnish all relevant documentation to legal counsel for commencement of eminent domain proceedings. The City's staff and OPC will provide all necessary support for the presentation of evidence reflecting the position of the City as to the just compensation and attempts to negotiate settlement. The legal counsel and the City will maintain all records and keep project staff informed as to the progress of cases. Eminent domain settlements have the same approval criteria as administrative settlements.

Eminent domain proceedings are anticipated to take from 120 days at the earliest and up to 9 months to obtain possession of the property by court order.

8.1.6.5.2 Legal Settlements

A Legal Settlement is defined as such once an eminent domain suit has been filed, an expert witness is hired, and a settlement that exceeds the amount of the approved Just Compensation is proposed and approved based upon new appraisal data from said expert witness. Once an eminent domain suit is filed, an Order of Possession can be expected within 3-5 months. A Legal Settlement is also further subject to funding source regulations and policies.

The Legal Settlement shall be in the form of a Legal Memorandum prepared and recommended by the City's legal counsel.

9.0 RELOCATION PROCEDURES

9.1 Program Implementation

9.1.1 Regulation Authorities

Regulatory authorities pertinent to the relocation process include the Uniform Act, the Code of Federal Regulations, *Caltrans Right of Way Manual* and the Uniform Commercial Code.

9.1.2 Relocation Planning Activities

The Project Team will be developing a relocation plan in the early periods of the PA/ED Phase. The plan, which is subject to a public comment period and acceptance by City management, outlines the results, strategies and policies for successfully relocating all displaced persons, businesses impacted by the project. Preparation of the plan may begin with personal interviews of all potentially displaced persons and queries information such as household size and composition, income, and special needs. Businesses are interviewed also to ascertain location needs, proximity to supply chains, customer bases, and labor pools. Relocation staff will study the project needs to make a determination of the availability of adequate housing and replacement business sites and create a plan to successfully displace all impacted occupants.

9.1.3 Distribution of Relocation Benefits

9.1.3.1 Qualification Requirements

In order to determine eligibility of business or residential occupants for the relocation assistance program, OPC relocation staff will conduct an interview with all potentially affected residential and business occupants, along with an onsite walk-thru. During the interview process, OPC staff will gather information from the occupants in order to assess their relocation needs, as well as provide information regarding the City's relocation program. OPC staff will request documentation from residential and business occupants to verify the following information:

- 1) For residential tenants, evidence that they have been legally occupying the property for at least 90 days prior to the date in which the first written offer to purchase the subject property was made to the owner in the case of tenants, and 90 days prior to the date of the first written offer, in the case of owner-occupants;
- 2) For businesses, that they legally occupy the subject property and are operating a legitimate business.

9.1.3.2 Benefits Analysis and Approval

In the case of residential occupants, the relocation benefits consist of Advisory Services (which will be dealt with in section 9.1.4.1, below), a Replacement Housing Payment of up to \$7,000 in the case of tenants, and \$31,000 in the case of owner-occupants, and a payment for Moving Expenses. Additionally, owner occupants may qualify for a Mortgage Interest Differential Payment to defray increased costs associated with securing a replacement mortgage at a rate higher than the relocatees current interest rate. Owners may also qualify for reimbursement of certain eligible closing costs associated with their new purchase.

Beginning with the initial interview, OPC staff will work with the household in order to verify the following information: length of occupancy, household income, number of household

occupants and special needs, such as elderly and handicapped households. Additionally, OPC staff will conduct a market study, in order to determine the cost of comparable replacement housing. OPC staff will then prepare an eligibility package for City review and approval. Once the eligibility package has been approved by the City, OPC will then present the information to the household. If comparable replacement dwellings are not available within the monetary limits described above, the City will provide Last Resort housing assistance to enable the occupants to rent or purchase a replacement dwelling in a timely basis.

In the case of business occupants, the relocation benefits consist of a Payment for Moving Expenses, which includes either a payment for actual reasonable moving and related expenses, or a fixed payment in lieu of a payment for actual moving and related expenses, Advisory Assistance (which will be dealt with in section 9.1.4.2, below), and other help needed to reestablish the business.

In order to determine the actual reasonable moving and related expenses of a business, OPC staff, if necessary, will assist the business owner to provide professional movers, contractors, and other specialists familiar with the various moving needs of businesses to obtain these costs. After obtaining the various moving bids and other documentation, OPC staff will prepare a recommendation of eligible costs for the City's approval prior to advising the business owner of their eligible costs.

Alternatively, the business may elect to receive a fixed payment in lieu of actual moving expenses, which is based on the average net earnings of the business over the previous two years, up to a maximum of \$40,000. The business shall provide proof of earnings through income taxes, certified financial statements, or other reasonable evidence which is determined to be satisfactory.

9.1.3.3 Claims Processing and Approval

In the case of residential occupants, once eligibility for relocation assistance has been established, and the household has identified comparable replacement housing, OPC staff will prepare claims to request the replacement housing and moving payments. The claims will be reviewed and approved by the Relocation Project Manager and then submitted to the City for final approval and processing. In order to prevent hardship to a displaced household and facilitate the securing of replacement housing, the City shall provide advance payments when necessary.

In the case of business occupants, when eligibility for relocation assistance has been established, and the business has identified a suitable replacement site, OPC staff will prepare claims to request relocation payments. The claims will be reviewed and approved by the Relocation Project Manager and then submitted to the City for final approval and processing. In order to prevent a hardship to a displaced business, the City shall provide advance payments when necessary.

9.1.3.4 Benefits Tracking and Reporting Processes

For both residential and business occupants, displaced will be required to sign receipts of payment upon receiving checks for relocation assistance payments. These receipts will be kept in the relocation case file. All claim forms will indicate any payments already received by the displaced occupants, along with any potential remaining payments. OPC will track all benefit

payments in its project management system, on both a parcel-by-parcel basis and a project wide level. These status reports will be presented to the City on at least a monthly basis, or otherwise if required.

9.1.4 Scope of Advisory Services

9.1.4.1 Residential Advisory Services

OPC staff will be available to assist displaced households with questions about relocation and/or assistance in relocating. This advisory assistance includes, but is not limited to:

- 1) Distribute appropriate written information concerning the City's relocation program;
- 2) Fully inform eligible Project occupants of the nature of, and procedures for, obtaining relocation assistance and benefits;
- 3) Provide an adequate number of referrals to comparable, decent, safe and sanitary housing units within a reasonable time prior to displacement, and assure that no residential occupant is required to move without a minimum of 90 days written notice to vacate;
- 4) Provide assistance that does not result in different or separate treatment due to race, color, religion, national origin, sex, marital status or other arbitrary circumstances;
- 5) Supply information concerning federal and state programs and other governmental programs providing assistance to displaced persons;
- 6) Assist each eligible residential occupant to complete applications for benefits;
- 7) Inform all persons subject to displacement of the City's policies with regard to eviction and property management;
- 8) Establish and maintain a formal grievance procedure for use by displaced persons seeking administrative review of the City's decisions with respect to relocation assistance.

9.1.4.2 Business Advisory Services

As with the residential relocation services provided above, OPC staff will be available to assist displaced businesses with questions about relocation and/or assistance in relocating. This advisory assistance includes, but is not limited to:

- 1) Conduct personal, on-site interviews of prospective displacees to ascertain relocation needs and special requirements;
- 2) Inform displaced businesses of available relocation assistance services and benefits, and explain relocation process;
- 3) Prepare and distribute Informational Statements, Notices of Displacement, 90 Day Notices to Vacate, and other notices, as may be required;
- 4) Assist displacees in locating replacement business sites and provide written referrals to same, if any;
- 5) Provide with any referral, an evaluation form which requests feedback as to the suitability of the site referral, and attempt to secure response from claimant;
- 6) Provide on-going advisory assistance to business displacees, including lists of qualified movers and vendors.
- 7) Assist with the preparation of specifications for the move and inventory of personal property, insuring thorough coordination with Agency staff and/or legal counsel, that no real property is included on the personal property inventory list;

- 8) Coordinate the walk-through for a minimum of two bids and move estimates with movers and the displaced business;
- 9) Monitor the actual move to replacement site and re-establishment activities, as necessary;
- 10) Determine eligibility for and proposed amount of relocation benefits, including actual and reasonable moving payments, re-establishment payments, and fixed payments;
- 11) Prepare up to 2 benefit claim forms, secure claimant's signatures on claim forms, and submit claim forms to Agency for processing and payment;
- 12) Deliver benefit checks and other appropriate payments to claimants;
- 13) Verify vacation of the displacement site and secure a certificate of abandonment.

9.1.4.3 Anticipated Relocation Requirements

Based on OPC's experience with previous projects involving residential and business displacements, it is anticipated that a variety of special circumstances will be encountered. In residential cases, households may be overcrowded, or have special needs, such as elderly or disabled residents or children who must remain close to particular schools. Additionally, residents may not disclose all pertinent information in the initial interview, which may cause difficulty when new information comes to light, resulting in revisions to relocation eligibility calculations, and other challenges. OPC is prepared to address all of these special requirements.

In non-residential cases, the process of identifying a suitable replacement site and securing the necessary permitting for the business operations can be challenging. Additionally, the complexities of some business operations with specialized machinery and equipment can result in a lengthy relocation process from its current location to the replacement site. This often results in inevitable down time for the business which can present a hardship to the business owner and increased cost exposure to the City.

9.1.5 Case File Control

9.1.5.1 Required Documentation

For each residential and non-residential displacee, a relocation case file will be maintained with all appropriate documentation. This includes, but is not limited to, a copy of the interview form, a case diary, verification of occupancy and eligibility, correspondence, a copy of all referrals provided, the benefits calculation form and supporting documentation, all claims and checks, including receipts of payment, and copies of all notices provided to displacees.

9.1.5.2 Audit Review

All relocation case files will be updated and will be provided for audit reviews upon request. All files will be reviewed internally by OPC's Relocation Project Manager, and then forwarded to the City for review. After City review, they will be forwarded to Caltrans and/or FHWA for final audit.

9.2 Anticipated Relocation Impacts

Due to the size and scope of the Centennial Corridor Project, the relocation process is anticipated to be a major undertaking. While problematic relocations such as hospitals or intensive care centers, cemeteries, sensitive historical sites, bio-hazard and other sensitive environmental locations are not present on the project, several factors will be considered in the

development of the relocation plan and program. These project considerations include the large minority, elderly and disabled population on the project, the financing constraints in securing both replacement housing and business sites, upside down mortgages, and adequately attending to the challenges of assisting individuals and businesses facing serious financial hardships instigated by the current economic climate.

Additionally, there may be a disproportionate shortage of housing stock available for residential relocatees at the time the acquisition program is implemented. Because there may be no more than approximately 400–500 available properties for rent or for sale in any particular month within the replacement area, and the project may displace more than 300 residential units, the project team is considering implementing a phased acquisition process to avoid an excessively competitive housing environment among displacees. Scheduling at least an 18 to 24 month relocation timeframe will allow home owners and tenants multiple housing options that can accommodate a diverse displacement community including the elderly, handicapped and financially challenged. Among the commercial displacements proposed, the problem is not as evident because commercial sites are readily available and lease rates and purchase options are very competitive. Furthermore, supply is high and is anticipated to remain so throughout the acquisition period.

9.2.1 Project Residential Displacements

The majority of the relocations on the project are single-family residences, duplex/triplex units, and multi-family units. Alternative B Initial will result in the displacement of approximately 215 residential units.

9.2.1.1 Residential Replacement Housing Availability

As noted above, OPC anticipates that the supply of available housing will be adequate if phasing of the relocation program is planned appropriately. Also a consideration for the Project Team is the fact that Homeowners behind on their mortgage or in danger of losing their jobs are attempting to sell their homes in a market where traditional financing is greatly challenging to secure. The agency's program is unique in that it can often offer a sizable down payment to secure such housing.

9.2.2 Project Commercial Displacements

On a project of this magnitude, the relocation team will be making a strong effort to implement advanced move and mitigation planning, as soon as is feasible. It is anticipated that the Project will require the full acquisition of (36) commercial/industrial sites totaling (121) business displacements. Property types predominately represented on the project include retail and mixed service uses. Operations requiring specialized move planning assistance include mixed auto use sites, restaurants and potentially other food service operations. Care will be taken during the interview process to assess the business relocation needs, and every attempt will be made to find a multitude of replacement site options and help the business relocate to a suitable replacement site.

9.2.3 Displacement Area Demographics

The Displacement Area is defined as the parameters within the project where actual displacements occur. This area is typically a smaller blueprint than the Project Area because the outer limits of a Project Area are not always regions where displacements are proposed. Displacements for this project are distributed throughout the proposed alignment and are

particularly prevalent along the newly constructed SR-58 to Westside Parkway connector. As already noted, a wide variety of residential displacements will occur in the project corridor, including apartment complexes, 2- to 3-unit multiplex structures and many single-family residences. The area is characterized as mostly suburban and generally represents a median-income demographic when compared to the greater Bakersfield region. There are more tenants than owners. Available property title information also suggests foreclosures are prominent within the Displacement Area.

9.3 Appeals Process

9.3.1 Legal Requirements and Regulation Authority

In accordance with the Federal Highway Administration, the Uniform Relocation Assistance and Real Property Acquisition Policies Act (49 CFR 24.10(a)), and established City policies in administering the relocation program, the City's Appeals Board shall promptly review appeals relating to occupant disagreements and concerns relating to the calculation and analysis of relocation benefits. The board shall consist of the City Manager, the Director of Environmental Services and a third party representative to be designated at a later date. An overview of the program and appeals process is described below.

9.3.2 Program Procedures

The right to appeal will be described in all Relocation Brochures and Notices distributed at public hearings or to individual displaces. As a matter of policy, it is also mentioned whenever verbal presentations on relocation assistance are made at public hearings.

Any person, business, or farm operation may file a written appeal with the City if he or she is dissatisfied with the City's determination as to the eligibility for, or the amount of a Relocation Payment, or the Replacement Housing Valuation.

The City shall consider every complaint regardless of form, and if necessary, shall provide assistance to the claimant in preparing the written appeal. The appellant has the right to present oral and/or written evidence in support of the appeal. The City will issue an appeal decision in writing within 60 days of reviewing all material necessary to render an opinion.

If a claimant seeks review, The City shall inform him that he has the right to be represented by an attorney. In reviewing and deciding an appeal, the City shall consider all pertinent justification and other material submitted by the claimant, and all other available information that is needed to ensure a fair and full review of the appeal.

10.0 RIGHT OF WAY CERTIFICATION PROCESS

10.1 Certification Oversight and Guidelines

When a local agency performs right of way activities on a federally assisted local project, the local agency, or its right of way consultant, will prepare the Right of Way Certification. The Right of Way Certification is necessary before a project can proceed to construction. The purpose of the Right of Way Certification is to document that any interest necessary for the project have been, or are being secured, and physical obstructions including buildings, utilities and railroads have been or will be removed, relocated or protected as required for construction, operation and maintenance of the proposed project. The Right of Way Certification also documents that right of way activities including the relocation of any displacees were conducted in accordance with applicable state and federal laws and regulations.

The details of each form of certification are described as follows:

Certification No. 1 documents the following: That all work is within existing right of way acquired for a previous construction project and all new work will be within that existing right of way,

OR

- Acquisitions are complete (escrow is closed and/or Final Orders of Condemnation are recorded)

AND/OR

- There are effective Orders for Possession on all remaining unacquired parcels,

AND

- All occupants have vacated the lands and improvements,
- Relocation Assistance and payment requirements have been met,
- All necessary material and/or disposal sites have been secured.

AND

- All rights of way clearance, utility, and railroad work has been completed, or all necessary arrangement have been made (Utility Notices issues, demolition contracts awarded, railroad contracts executed) for the work to be undertaken and completed as required for proper coordination with the construction schedule.

Certification No. 2 documents the following:

- All requirements for Right of Way Certification No. 2 are the same as for Certification No. 1 except that one or more parcels are in the agency's possession by virtue of effective Rights of Entry or an Agreement for Possession and Use. Similar documents such as a permit, license, or an approved Right of Way Contract with an effective right of possession date, also require the use of a Certification 2.

10.2 Certification Approval Authority

Preparation of acquisition agreements, vesting deeds, relocation claims and other required documentation shall be completed by OPC and submitted to the City's Real Property Manager for review and preliminary approval. Once the City determines the certification package is compliant with Caltrans certification guidelines, the City and/or OPC will coordinate with the local Caltrans District Office to present the certification package for Caltrans approval. Follow up meetings with Caltrans will be coordinated between OPC and/or the City on an as-needed basis.

11.0 DOCUMENT CONTROL

11.1 Parcel File Content and Organization

Acquisition files will be set up and maintained by the right of way consultant and at a minimum will include the following:

- Parcel diary
- Notice of Decision to Appraise and verification of delivery of Acquisition Policies Brochure
- Title VI – Non Discrimination Disclosure
- Appraisal
- Right of way mapping, legal descriptions and plat maps
- Review appraisal and recommendation of just compensation
- Certification of Just Compensation signed by agency
- Preliminary title report
- Offer package, appraisal summary statement
- Property owner correspondence
- Administrative settlement justification memos (if applicable)
- Eminent domain recommendation memos (if applicable)
- Property Acquisition Agreement
- Recorded Conveyance Deed(s)
- Environmental Assessment Reports
- Escrow instructions and closing documents
- Title clearance documents
- Policy of Title Insurance
- Technical Reports (if applicable)

After completion of the acquisition activities, the right of way consultant will submit the parcel file to the Real Property Manager at the City.

11.2 File Storage and Maintenance

As indicated in Section 8.1.6.2.1 (Document Control), OPC will store all agreements, claims, confirmation of payment receipts, and other Caltrans and Uniform Act required documentation, on their local server and provide documentation to the City as requested. Hard copies of documents will also be kept in the project files and stored at the local Bakersfield OPC office. All hard copies of contracts, individual parcel information and general project information shall be stored at OPC's Long Beach headquarters for 5 years following project close-out.

12.0 PROPERTY MANAGEMENT

12.1 Managing Staff and Responsibilities

Overland Pacific & Cutler, Inc. will provide full property management services to fulfill the needs of the project. As parcels become vacant, debris removal, weed abatement, property security and possible leasing and maintenance services are anticipated to be required.

OPC propriety software will manage and store all relevant property information and action items pertaining to the property management process. This would include, but is not limited to, the following items:

- Assessor's Parcel Number
- Location of property
- Description of property
- History of actions taken on the property (abatement, debris removal, etc.)
- Licenses, leases and easements on the property

12.2 Demolition Control

Demolition of City acquired properties shall be provided by a City selected demolition contract manager. Such activities shall take place according to City direction and project scheduling. In keeping with the goal of preserving the integrity of the NEPA/CEQA review process, no demolition activities will be performed prior to the project's environmental clearance. Any demolition shall be performed by pre-approved sub-consultants contracted through the City's demolition contract manager.

12.2.1 Contractual Arrangements

The City has not yet contracted demolition firms for the Centennial Corridor Project.

12.2.2 Implementation and Reporting Requirements

The City shall provide direction to its demolition contract manager regarding the timing and scope of services for all demolition activities associated with the project. The demolition contract manager will subsequently provide the selected demolition contractor with a Notice to Proceed and monitor the assigned tasks according to the terms and arrangements agreed upon.

12.3 Agency Owned Rental Property Policy

12.3.1 Calculating Rental Rates

Carry-over tenants will be charged the same contract rent they were paying to the former property owner unless negotiated otherwise. Economic rent will be determined by either an appraisal of the property or another market rent analysis, and will then be compared to the contract rent. An upward adjustment may be made if the contract rent is below the current economic rent and the carry-over tenant will remain on the property for more than three months. Rental rates for all other City-owned properties that do not have carry-over tenants will generally be 10% of the subject property's fair market value, as determined by a current appraisal, or negotiated based on a survey of comparable licensed properties in the area.

12.3.2 Policy on Extended Possession

In cases where tenants, whether carry-over or new, are in occupancy of City-owned property, OPC will perform property management services per the direction of the City's Real Property Manager. These functions will include, but are not limited to, periodic inspections of the property, collection of rents, issuance of notices to vacate, property maintenance, management of contaminated properties and physical control and security. All City property shall be maintained in a clean and orderly condition that does not detract from the general appearance of the neighborhood. If this condition does not exist, appropriate corrective measures will be taken to improve the property's appearance.

It is clear from preliminary engineering plans that there will be several full acquisitions wherein only a portion of the land is needed for the proposed improvements. The City will manage the entire property until such time as it is determined which portions will be transferred to Caltrans and what will be considered excess land.

In such cases, it is assumed that the cooperative agreement between the City and Caltrans will indicate that only the portion of land required for on system improvements will be conveyed to Caltrans, and the City will remain in possession of the excess land.

12.3.3 Reporting Process

OPC will provide regular updates to the City as to the status of City-owned property on an as-needed basis. Property managers will be in close contact with acquisition and relocation agents in order to most efficiently maintain and secure properties. All property information and changes can be tracked by authorized users on OPC's project management system.

12.4 Excess Land Inventory

12.4.1 Projected Excess Land Value

Because of the large number of residential and commercial full acquisitions required for the project, a sizeable cost recovery can be realized from the sale of excess land once the project's improvements have been built. The present day value of these excess land parcels has not been calculated, but is expected to be substantial. Since this revenue cannot be realized until the project's improvements are completed, an escalation study should be completed. The figures compiled will be based on the latest industry projections for the immediate geographic and national market regions.

12.4.2 Tracking and Preparation of Inventory

The sale of surplus, or excess property, is anticipated to commence at the conclusion of the construction phase. As described in section 12.4.3, below, the City must first offer excess lands to public entities. In the event that public entities have no interest in the surplus properties, the City may choose to market them through a major real estate brokerage chosen by the City or dispose of them to adjoining property owners at fair market value. As mentioned above, periodic updates will be provided to the City as to the status of the properties and their disposition for sale.

12.4.3 Policy on the Sale of Excess Properties

It is assumed that the City's goal is to not sell excess land for less than its fair market value. The exception to this would be in the case of land locked or remnant surplus land, which can be sold at "assemblage value" or based on an "over the fence appraisal value" when sold to private

individuals or private entities. Each year, the City will prepare an inventory of all real property that is surplus to its foreseeable needs. Before the City disposes of any excess land, it must send a written offer to sell surplus property to various entities, including local public agencies within whose jurisdiction the land is located. Any of these entities desiring to purchase the land must notify the City within 60 days of receiving the written offer. The City must then enter into good-faith negotiations to determine the sales price. If no agreement is reached within 60 days, the City may proceed with the general disposition process.

In the event that the City receives offers from more than one of the above mentioned entities, it shall give first priority to the entity which agrees to use the property for housing for persons or families of low- or moderate-income, except that first priority shall be given to an entity which agrees to use the property for park or recreational purposes if the land being offered is already being used, and will continue to be used, for park and recreational purposes, or if the land is designated for park and recreational use in the local general plan and will be developed for that purpose.

In addition to the typical disposition of excess land, the City may utilize some of the excess parcels early on as potential mitigation parcels to reduce right of way capital costs. For example, there may be situations in which a parcel that has already been acquired in full could be used to offset severance damages to a nearby owner, or to mitigate impacts to adjoining properties. These situations would be considered and reviewed on a case-by-case basis as they arise. In no event would a property that would otherwise be treated as a partial take be acquired as a full take for the sole purpose of providing such mitigation.

13.0 PROJECT CLOSEOUT

13.1 Managing Staff Responsibilities

OPC is assigned with providing all project closeout activities associated with the right of way program. At this phase of project development, it is premature to determine the full extent of closeout activities required per federal and state guidelines. Generally, these tasks will consist of coordinating updates to project right of way mapping, in conformance with Caltrans requirements; providing documentation that all acquired property is absent of any environmental contaminants; transferring newly acquired right of way to the appropriate state and local jurisdictions, and securing any easement relinquishments from utility owners. As project design and the right of way program are more fully developed, the required tasks will be detailed and assigned accordingly.

14.0 APPENDICES

Appendix materials will be provided upon request.